The Bombay Gazette.

No. 51,596—New Series. BOMBAY :—FRIDAY, APRIL 21, 1899.

Established 1818.

PETER F. HEERING'S
COPENHAGEN
CHERRY BRANDY.
Sold by all respectable Wine Merchants.

PUBLISHED MONTHLY.—PRICE 8 ANNAS.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
The Best and most Completed Guide in India.
Time and Fare Tables of all Indian Railways, Steam Boats, and Daks. Places of interest Inland and along the Coast, Postal and Telegraphic information, etc., etc.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

DEPARTURES FOR EUROPE.

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Vessels.	Tons.	Captains.	SATURDAY, 2 P.M. 1899.
M.L. CALEDONIA'	7558	E. H. Gordon	22nd April.
* SUTLEJ	4164	F. J. Fox	29th "
M.L. PENINSULAR	6287	W. Wheler	6th May.
CLYDE	4099	C. Denny	13th "
M.L. EGYPT	7913	G. Langbourne	20th "
* SUTLEJ	4164	F. J. Fox	27th "
M.L. ARABIA	7903	J. L. Parfitt	3rd June.
* CLYDE	4099	C. Denney	10th "
M.L. CARTHAGE	5198	C. Gadd	17th "
* SUTLEJ	4164	F. J. Fox	24th "
M.L. CALEDONIA	7558	E. Gordon	1st July.
* CLYDE	4099	C. Denny	8th "
M.L. PENINSULAR	6287	W. Wheler	15th "
* SHANNON	4362	L. Wibmer	22nd "
M.L. EGYPT	7913	G. Langbourne	29th "

The steamers marked M.L. proceed to Marseilles, Plymouth and London. Passengers for Brindisi transhipping at Port Said.

The Steamers marked * proceed to Aden only, and Passengers transhipping here for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to Sailing and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier at noon on day of sailing. All Passengers must attend at that place by 11 a.m. for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on board the Mail Steamer.

TO STRAITS, CHINA, AND JAPAN.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on TUESDAYS, taking Passengers for the STRAITS, CHINA, and JAPAN, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals, calling at Ports en route.

For further particulars apply to

I. M. SHIELDS,
Superintendent, P. & O. S. N. Company.
Bombay, 20th April, 1899.

AUSTRIAN LLOYD'S S.N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

TO TRIESTE DIRECT VIA ADEN, SUEZ, PORT SAID.

Steamer.	Captain.	Tons.	To sail on
IMPERATRIX	J. Morovich	4,212	1st May 1899.
* GISELA	F. Hosca	4,360	1st June 1899.

* Saloon Passage Rs. 400.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

TO TRIESTE, VIA KURRACHEE, ADEN, SUEZ, PORT SAID.

Steamer.	Captain.	Tons.	To Sail on or about
MARIA VALERIE	A. Fellner	4,235	7th May 1899.
MARQUIS RACQUEHEM	C. Androvich	4,409	7th June 1899.
VINDOBONA	C. Bellon	4,351	7th July 1899.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 375	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE.

	1st Class.	2nd Class.
Available for 6 months	Rs. 960	Rs. 575
Available for 12 months	" 1,060	" 625

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co. at reduced fares.

This arrangement will prove of special advantage to passengers on three months' privilege leave.

Steamers leave TRIESTE for BOMBAY direct on the 3rd and those via KURRACHEE on the 23rd of each month.

Passengers to VENICE transhipped at TRIESTE to another Company's steamer, which takes about 6 hours to cross the Gulf.

STEAM TO COLOMBO, PENANG, SINGAPORE, HONG-KONG, SHANGHAI, AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
VINDOBONA	C. Bellon	4,351	22nd April 1899.

For further particulars, Freight, Passage, &c., apply to

E. SCARPA, Agent,
Sassoon House, 52, Church Gate Street, Bombay, April, 19, 1899.

THE NIPPON YUSEN KAISHA.

(JAPAN MAIL STEAMSHIP CO.)

S.S. "MUKE MARU," Capt. S. Kawamuro, 3,512 tons, will sail for SINGAPORE, CHINA and JAPAN on or about the 24th instant.

For freight and passage apply to

T. KUSUMOTO,
Manager.
Victoria Buildings, Fort, Bombay, 15th April, 1899.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS

TO MARSEILLES DIRECT.
VIA ADEN, SUEZ, AND PORT SAID.

Vessels.	Tons.	Captains.	To sail on Tuesday, 12 NOON.
OCEANIEN	4,240	Schmitz	9th May, 1899
SALAZIE	4,255	Negre	6th June 1899
LAOS	6,357	Flandin	4th July 1899
SYDNEY	4,232	Aubert	1st Aug. 1899
OCEANIEN	4,249	Schmitz	29th Aug. 1899
ERNEST SIMONS	5,707	Le Coispellier	26th Sept. 1899

Passengers are requested to ATTEND at the BALLARD PIER for the MEDICAL EXAMINATION at 10 A.M. All luggage, properly addressed and Labelled, should be sent to the steamer in the Stream the day before, or early on the morning of the day of Sailing.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONQUIN, CHINA, AND JAPAN.

Vessel.	Tons.	Captain.	To sail on or about.
TONKIN	6,246	Vaquier	4th May, 1899

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

For further Particulars apply to

C. RUINAT, Agent
Old Oriental Bank Buildings, 57 Esplanade Road, Bombay.

HAND-BOOK OF GIRAS AND GUARANTEE,

BEING a Compilation of Decisions, &c., on Questions regarding Giras, wants, and other Guarantees Rights with an Introductory Account of the Settlements in Kathiawar, Mahikantha and Rewakantha, together with Appendices and a Copious Index.

PRICE..... Rs. 5.

Packing and Postage extra.

To be had at the "Bombay Gazette" Press, Bombay.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, (LIMITED.)

Intend to despatch Steamers as follows :—

FOR KURRACHEE DIRECT.

S.S. "KOLA," 1,192 tons, on the 21st April, at 2 p.m., or later, on arrival of the English Mail.

FOR KURRACHEE AND COAST PORTS.

S.S. "VASNA," 915 tons, on the 25th April, at 10 a.m., calling at Verawal, Mangrole, Porebunder and Cutch Mandvie. (Weather permitting.)

FOR KURRACHEE AND PERSIAN GULF.

S.S. "KILWA," 1,552 tons, at 10 a.m., on the 27th April, calling at Kurrachee, Muscat, Jask, Bunder Abbas, Linga, Bahrein, Bushire, Fao, Mahomerah and Bussreh, in the foregoing or any order. (Weather permitting.)

FOR SEYCHELLES, MOMBASA AND ZANZIBAR.

S.S. "CHINDWARA," 2,011 tons, on or about 1st May, calling at Seychelles, Mombasa and Zanzibar in the foregoing or any order.

FOR ADEN, MOMBASA, ZANZIBAR AND LAMOO.

S.S. "GOA," 1,903 tons, on or about 18th May.

WESTERN AUSTRALIAN GOLD FIELDS.

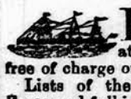
PASSENGERS and Cargo booked through from Calcutta, Madras, Colombo, Bombay, or Rangoon, via Singapore for all ports adjacent to the various Gold Fields. Fortnightly departures from Singapore.

For further particulars apply to

MACKINNON, MACKENZIE & Co.,
Agents.
Bombay, 20th April, 1899.

KING, KING & CO.,

BANKERS AND EAST INDIA AGENTS,
BOMBAY.



PASSAGES engaged by P. & O. and all Steamers at the lowest rates obtainable free of charge or Commission.

Lists of the LATEST SAILINGS, with Fares and full information as to berths available, furnished at once.

Special attention paid to the grouping of those wishing to travel 2nd Class, P. & O. Every assistance rendered to Passengers arriving in Bombay for embarkation. Baggage taken over at the Railway Stations and shipped.

THROUGH RAILWAY TICKETS from any Station in India to Bombay, and Tickets for all Continental Routes furnished on application.

SPECIAL AGENTS of the Firm meet all Steamers at BRINDISI and MARSEILLES.

PACKAGES of every description received for despatch as CARGO to Messrs. Henry S. King & Co., London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance effected at the Lowest Rates. QUOTATIONS FURNISHED on APPLICATION.

KING, HAMILTON & CO.,
Calcutta.

HENRY S. KING & Co., London.

NAVIGAZIONE GENERALE ITALIANA SOCIETA RIUNITE FLORIO RUBATTINO.

BOMBAY to NAPLES and GENOA. Calling at ALEXANDRIA for BRINDISI and VENICE.

Vessels.	Captain.	Tons.	To Sail on
D. BALDUINO	O. Canepa	5,000	27th April 1899.

Rates to Naples, Genoa, Brindisi, or Venice :—

1st Class	2nd Class	3rd Class
Rs. 550.	Rs. 325.	Rs. 150.

RETURN TICKETS TO THE ABOVE PORTS :—

1ST CLASS.—Strictly within three months, Rs. 750; six months, Rs. 900; nine months, Rs. 925; and twelve months, Rs. 950.

Passengers have the option of going via Venice and returning via Genoa or vice-versa, and can break their journey at any port, resuming it by subsequent steamers of Bombay or other Weekly and Daily Local Lines.

Through and Return Tickets to London on application.

S.S. "BISAGNO" from BOMBAY to HONGKONG, calling at Singapore on the 22nd April, 1899.

For Freights and Passage, &c., apply to

F. BALDOVINO, Agent.
Sassoon House, Elphinstone Circle, Bombay, Mar. 30, 1899.

STEAM.

CALCUTTA TO AUSTRALIAN PORTS.
BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

PASSENGER Steamers are despatched from Calcutta direct to Adelaide, Melbourne, Sydney, and Brisbane, returning *via* Torres Straits, booking Cargo and Passengers through to all ports in Queensland and New Zealand with liberty to call at Singapore and Batavia.

A STEAMER on or about 30th April.

For Freight, Passage, or other particulars, apply to

MACKINNON, MACKENZIE & Co.,
Bombay, 2nd March, 1899. Agents.

GERMAN EAST AFRICA LINE.

BOMBAY—ZANZIBAR.

THE following Steamer will SAIL:—

Vessel.	Tons.	Captain.	To Sail
SULTAN	2,334	Bohnsack	12th May.

Taking Cargo for LAMU, MOMBASSA, TANGA, DARESALAM, ZANZIBAR, and all ports south of ZANZIBAR up to DELAGOA BAY; and Native passengers up to ZANZIBAR and GERMAN coast only.

This Line also issue first, second, third-class and deck through tickets to—

EAST LONDON, DELAGOA BAY, CAPE TOWN, MADEIRA and SOUTHAMPTON

in connection with the Union Line Mail Steamers from Delagoa Bay, once a month.

For rates and particulars apply to

F. HEYER, Agent,
Albert Building, Hornby Road.
Bombay, 30th March, 1899.

HOMEWARD PASSAGES.

GRINDLAY, GROOM & Co., Bombay,

GRINDLAY & Co.,
Calcutta,
BANKERS AND AGENTS.

PASSAGES booked without charge, and on favourable terms. Berths carefully selected.
SLEEPING Car and CONTINENTAL RAILWAY TICKETS procured.
TEA PLANTERS, RAILWAY OFFICIALS, MISSIONARIES, booked at reduced rates.
PASSAGES booked to ENGLAND *via* JAPAN and AMERICA, by the Canadian Pacific Occidental and Oriental and Pacific Mail Routes.
HANDBOOK giving details of Fares, &c., and of Sailings by all Lines sent FREE on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS, and SOVEREIGNS at current rates.

London Agents : GRINDLAY & CO.

BEERS AND STOUT.

	Cash. Bots. Rs. a.	Cash. ½ Bots. Rs. a.	Credit. Bots. Rs. a.	Credit. ½ Bots. Rs. a.
BASS'S BEER by Foster and Sons.....per dozen	7 4	5 0	8 2	5 10
BASS'S BEER by Stone L. G. A..... "	6 8	4 14	7 12	5 6
GUINNESS'S DUBLIN STOUT, by Foster and Sons..... "	7 12	5 4	8 10	5 14
GUINNESS'S DUBLIN STOUT, by Burke and Co..... "	7 12	5 4	8 10	5 14

. TREACHER AND COMPANY, LIMITED, are Sole Agents in the Bombay Presidency for Messrs. Foster and Sons' bottling of Bass's Beer and Guinness's Stout. In the Home Market Messrs. Foster and Sons' bottling is considered much the best, commands the higher price, and has by far the largest sale.

ROMFORD LIGHT BITTER BEER.

(IND COOPE AND COMPANY'S.)

	Cash. Rs. a.	Credit. Rs. a.
Per dozen Qts.....	5 8	6 2
Do. Pts.....	3 14	4 6
Per case of 3 dozen Qts.....	16 0	18 0
" of 6 " Pts.....	22 8	25 0

Bottled specially for TREACHER AND COMPANY, LIMITED, who have been appointed Agents for the Bombay Presidency.

PILSENER BEER.

		Cash. Rs. a.	Credit. Rs. a.
Beck's	Per doz. Qts.	6 0	6 12
"	Pints.	4 4	4 12
"	Per case of 4 doz. Qts.	23 0	26 0
"	" of 8 " Pints	33 0	37 0

TREACHER & CO., LD.,

BOMBAY. BYCULLA. POONA.

FELICE CORNAGLIA,

MANUFACTURING CONFECTIONER.

83, MEDOWS STREET, BOMBAY, AND EAST STREET, POONA.

SPECIALITY IN

WEDDING CAKES.

Wedding Cakes and other Cakes made, richly Almond iced and decorated at very reasonable charges.

Small Tea Cakes, Italian Cakes, Italian Pastry, English Cakes, Foudants, Almond Paste Sweets, Chocolates, French Comfits, Crystallised Fruits, Marrons Glacees, Puddings and many other delicacies. All a speciality.

None but the very best class of goods are manufactured and imported by us.

UP-COUNTRY ORDERS RECEIVE THE PERSONAL CARE AND ATTENTION OF THE PROPRIETOR.

KEMP & CO., LD., BOMBAY.

LIST OF A FEW SELECTED

TOILET AND MEDICAL SPECIALTIES

OF FINEST QUALITY MANUFACTURED AND SOLD BY THE COMPANY.

FOR TOILET USE.	FOR MEDICAL USE.
Equatorial Hair Douche.	Sarsaparilla Extracts.
Floral Mouth Elixir.	Pectoral Cough Syrup.
Bombay Gymkhana Bouquet.	Perfect Vital Invigorator.
Parisienne Hair Dye.	Coca Wine and Tonic.
Areca Nut Tooth Paste.	Extract of chicken.
Medicated and Perfumed Soaps.	Paparidine (for Indigestion.)
Cimolite Toilet Powder.	Rheumatikon (for aches and Pains.)
Pelliculine Cream and Powder.	Summer Effervescent (Saline.)
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Erasmus Wilson Hair Wash.	Cod Liver Oil and Emulsion.
etc. etc. etc.	Medical Elixirs and Wines.
	etc. etc. etc.

The Quality of every article is GUARANTEED under the COMPANY'S labels and TRADEMARK.

KEMP & CO., LD., BOMBAY.

NOTICE! TO SMOKERS. NOTICE!

ANYONE who wants fresh REAL HAVANA or MANILA CIGARS must obtain them from the undermentioned well-known Firm, who have just Unpacked a Consignment of the Celebrated Cigars Manufactured by BOCK & Co., of Havana

SPECIALITIES.

			Rs.	as.
Savoys, Regalia de Preferencia in boxes of	50	Per box	12	0
Monicos Regalia de Preferencia	50	"	15	0
Dainties Superiores de la Vuelta Abajo	25	"	10	0
Donotos Superiores de la Vuelta Abajo	25	"	12	8

MANILA CIGARS.

"FLOR DE LA ISABELA" FACTORY,

These can be recommended as good smokes :—				Cash. Rs. a.
Regalia Antonio Lopez in boxes of 50 with rings			Per box	11 0
Non Plus Ultra	do. 50	do.	"	9 0
Isabels	do. 50	do.	"	7 8
Exquisitas	do. 50	do.	"	7 0
Princessas (small size)	do. 50	do.	"	5 0
Little Devils	do. 50	do.	"	3 0
Club Londres	do. 100	do.	"	7 0
Neuvo Habano Especial	do. 100		"	6 0
Habano 1A (extra large size)	100		"	6 8
Habano 2A	do. 100		"	4 8
Cartado 1A	do. 100		"	6 8

The above cigars, imported by us only, are of excellent quality, and rich in flavour, forming a delightful and popular smoke. A discount of 10 per cent. is allowed for all the above on orders for 500 cigars and upwards.

TH. VAFIADIS & CO.,

GENERAL TOBACCONISTS,
20, ESPLANADE ROAD, BOMBAY.

WIESBADEN, GERMANY,

PENSION VILLA FRANK,
ABEGGSTRASSE, 3.

WELL FURNISHED ROOMS, excellent Table Baths, thermal and other, House stands on its own grounds. Within three minutes' walk of Kurhaus, moderate Prices. Arrangements made with Families. for Summer or Winter Season.

PLEASE NOTE.—Specifics for Hydrocele and Asthma; immediate relief; permanent cure guaranteed or the price each Rs. 5 refunded even in most obstinate cases. Many cases promptly and successfully cured. Try once only. SPEEDY CURE for DIABETES is successful when all other remedies fail to produce the slightest effect. Safe and sure. Per bottle Rs. 3. "FEMALES' FRIEND"—a safe and reliable remedy for all female disorders and irregularities. Per bottle Rs. 3. Correspondence always treated strictly private. Apply to MANAGER, (B), V. C. Works, Ranaghat, Bengal.

LARGEST CYCLE STORE IN BOMBAY.

THIRTEEN MODELS OF THE BEST ENGLISH PRODUCTIONS TO SELECT FROM, RANGING IN PRICE From RS. 250 to RS. 450.

PRICE LISTS, POST FREE.

THE "KANGAROO" ROADSTERS.

THE "KANGAROO" Types have been manufactured by the "Premier" Cycle Co., Ltd., to meet the demand for sound and reliable machines at PARTICULARLY LOW FIGURES. They are infinitely superior to anything else offered at the prices and are placed on the market with the fullest confidence.

THE "KANGAROO" GENT'S

Weldless Steel Tube Frame, 24in. from top of seat-tube to crank axle; 28in. wheels; Dunlop pneumatic Roadster Tyres; block chain; rubber brake and pedals; gear 66in. ..... Rs. 250

11 monthly instalments of .....Rs. 25 each. 275

THE "KANGAROO" LADY'S.

Weldless Steel Tube Frame, 20in. from top of seat-tube to crank axle; Dunlop pneumatic tyres; block chain; leather gear case; rubber brake and pedals; invented handle-bar; gear 58½in. ..... Rs. 275

12 monthly instalments of .....Rs. 25 each. 300

MARCKS & CO., LD.,

BOMBAY AND POONA.

SOLE AGENTS.

THE NEW PREMIER CYCLE CO., LD.,
ENGLAND.

ORIENTAL HAIR DOUCHE.

THIS exquisitely perfumed toilet requisite is prepared from purely vegetable ingredients, and has obtained great repute among eminent medical authorities for its excellent qualities and peculiarly beneficial action on the HUMAN HAIR.

Rs. a.

It thoroughly cleanses the hair from all impurities, especially eradicating dandruff or scurf—a fruitful source of disease—and by its gently stimulating action on the scalp and bulbous roots of the hair urges it into healthy growth. Not only does it effect these vital changes, but, after application, it leaves the hair soft and silky, and imparts a delightful sense of coolness to the head. Per bot... 1 8

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PHILLIPS & Co., Ld.

PHARMACEUTICAL CHEMISTS,
BOMBAY AND POONA.

INDIAN CIGARETTES.

THE "LIGHT OF ASIA" BRAND.

MADE PURELY OF THE FINEST

"INDIAN TOBACCO"

WITHOUT PAPER.

THE INDIAN ARMY SERIES.

EACH PACKET of these Cigarettes contains an Illustration of an Indian Regiment. The Illustrations will be continued until the whole Army has been given, forming a UNIQUE AND INTERESTING COLLECTION.

"Each box contains 100 finest hand made Cigarettes without Paper."
Price : Rs. 35-0 per 1,000.

McDOWELL & Co., LD.,

MADRAS AND LONDON.

REPORTS, Petitions, Memorials, Business Announcements, Bill Forms, Books, Pamphlets, &c., &c., printed with neatness and promptitude and at lowest rates. Special terms for large contracts. Apply to "Bombay Gazette" Steam Press.

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NEW ADVERTISEMENTS.

THACKER & CO., LD., BOMBAY.

DIRECTOR OF MILITARY EDUCATION IN INDIA.

The following is an extract from a Memorandum sent to Officers :—

"As regards books, Messrs. THACKER & CO., Limited, BOMBAY, SELL CHEAPLY and generally have the Books required in Stock."

Messrs. THACKER & CO., Limited, have pleasure in announcing that they have been APPOINTED AGENTS for the Sale of Publications issued by

THE GOVERNMENT OF INDIA.
THE BOMBAY GOVERNMENT.
THE MADRAS GOVERNMENT.
THE GOVERNMENT OF BURMA.

REGIMENTAL LIBRARIES,
BOOK CLUBS,
INSTITUTES.

BOOKS SUPPLIED ON THE MOST FAVOURABLE TERMS.

NOTICE.

SEALED TENDERS for the SUPPLY, for two years of Wax Cloth, Wrapping Cloth, Twine, Candles, Kerosine and Cocoanut Oil for the use of the General Post Office, Bombay, will be received by the undersigned on MONDAY the 15th May, 1899, at 12 noon.

2. Each tender will be accompanied by a Cash deposit of Rs. 500.

3. No reason will be assigned for the rejection of any tender.

4. The undersigned does not bind himself to accept the lowest or any tender.

5. Samples of the articles to be supplied can be seen and all particulars ascertained by personal application to the storekeeper of this office between the hours of 11 A.M. and 4 P.M. daily.

E. R. JARDINE,
Offg. Presy. Postmaster.

Bombay, G. P. O., 18th April, 1899.

ROYAL ALFRED SAILORS' HOME SOCIETY.

THE ANNUAL GENERAL MEETING of the Society will be held in the Library of the Home, on WEDNESDAY, the 26th instant, at 5-30 P.M.

Subscribers and all those interested in the welfare of Seamen and the Society are invited to attend.

F. G. DUMAYNE,
Honorary Secretary.

R. MULL'S
WELL KNOWN
KANGRA VALLEY TEAS
In Boxes of 10 lbs. and upwards,
from Ans 8 to Re. 1 per lb.

R. RAMCHANDRA & CO.,
16, MARINE STREET, FORT, BOMBAY.

THE COMMERCIAL BANK OF INDIA, LIMITED.

HEAD OFFICE—MADRAS.

ESTABLISHED A.D. 1885.

BRANCHES at Bombay, Calcutta, Rangoon, Kurrachee, Rawalpindi, Murree, and London.

	Rs.
PAID-UP CAPITAL	40,00,000
RESERVES AND REST	13,37,417
SECURITY PROVIDED FOR DEPOSITORS	53,37,417

CURRENT ACCOUNTS receive 2 per cent. per annum up to Rs. 10,000 in the event of the balance not falling below Rs. 500.

STERLING DEPOSIT ACCOUNTS for Home Remittances receive 4 per cent. per annum.

FIXED DEPOSITS.—Receipts issued for 24 months at 5 1-2 per cent., 12 months at 5 per cent., 9 months at 4 1-2 per cent., 6 months at 4 per cent. per annum.

Special rates are given for Short Terms Deposits during the busy season.

PRUDENTIAL OR PROVIDENT FUND.—Sums as small as Rs. 10 are received, carrying 5 per cent. interest, compounded half-yearly.

N. B.—The Bank will also transfer sums for Deposit or Credit in London, carrying interest from date of transfer in India.

Accounts are opened and Receipts issued in the name of "either or survivor."

CHEQUES, BILLS, HUNDIS and CURRENCY NOTES of any Circle are collected and credited, free of charge, in any of the Interest Deposit Accounts.

CREDITS, LOANS, BILLS, and PROMISSORY NOTES negotiated.

INVESTMENT ORDERS on London Stock Exchange under Code with London Branch.

Rules and Particulars obtainable at any office of the Bank.

By Order of the Board,
F. D. STRANACK,
Manager.

Bombay, 1st January, 1899.

J. NEUBERG,
51, ESPLANADE ROAD,
BOMBAY.

DAY LIGHT LOADING KODAK CAMERAS AND SPOOLS.

CAMERAS.

	Rs.	a.
POCKET KODAKS	24	0
FOLDING POCKET KODAKS	48	0
BULL'SEYE KODAKS No. 2	40	0
Do. do. No. 4	60	0
CARTRIDGE do. No. 4	125	0
GLASSPLATE attachments for Cartridge Kodak No. 4...	60	0

SPOOLS.

		Rs.	a.
For POCKET KODAK, 12 Exp.	...Each	1	12
„ FOLDING POCKET 12 Exp.	...	2	8
„ BULL'SEYE or BULLET KODAK No. 2...		3	8
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SALE OF SHARES IN THE MOON MILLS, LIMITED, AND AHMEDABAD ADVANCE SPINNING AND WEAVING COMPANY, LIMITED.

TO-MORROW SATURDAY the 22nd inst. at 2 p.m., Messrs. CRAWFORD and Co., will sell by Public Auction at the Share Bazar, by order of Mr. Bag Mahomed Hajee Abdulrehman and on account and at the risk of Mr. Thomas Ralph Douse:—

100 fully paid up shares in the Moon Mills, Ld., Nos. 1 to 100.
80 fully paid up shares in the Ahmedabad Advance Spinning and Weaving Company Ld., Nos. 7, 8, 10, 11, 62-72, 7 3-82 163, 164, 480, 167, 473, 521, 560, 527, 529, 474, 475, 522, 523, 257, 298-307, 418-427, 479, 52-61.

A deposit of 20 per cent. will be required at the time of sale.

WEEKLY AUCTION SALE.

On MONDAY, the 24th instant, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms, a quantity of white, grey and coloured piece-goods and the following:—

Furniture such as cupboards, tables, chairs, writing, dressing and wash hand tables, book and hat stands.
1 Deer stalking telescope, 3 drawers, by Perins, London.
1 square piano by Maud, Germany, in good order.
5 portable oil furnaces.
1 D.-B. gun by R. B. Rodda and Co., London, in case.
An invoice of plated ware, consisting of butter pots, tea and coffee sets, cruets, biscuit, sardine and marmlade pots, salvers, mother-o-pearl handled fish and fruit knives and forks, 1st, 2nd and 3rd quality nickel table, dessert, and tea spoons and forks, time-pieces with and without alarum, opera glasses, etc.
1 D.-B. pin-fire B.-L. 12 bore gun, saloon rifle, and air-gun.
1 lot of books by well-known authors.
By order of Mahomed Hoosein Mowjee Soomar, and on account and at the risk of Pherozshah Jamshedje Mulla-Feroze—
1 gold hunting cased lever keyless watch by John Jones.
By order of the concerned, and on account and at the risk of Mahomedally Abdully Rupawalla, ex. s.s. Raventhaler—
5-15 M A R 9942 43—2 cases brass wood screws.

AT 2 P. M.

1 handsome light victoria.
1 English-built open phaeton, with waler horse and harness.
1 second-hand office shigram.
1 glass-fronted double-seated brougham.
1 light dogcart in good order.
1 Cooper's pneumatic bicycle.
And any other carriages and horses which may be offered.

BONA-FIDE SALE.

On THURSDAY, the 27th inst., at 2 p.m., Messrs. CRAWFORD & Co. are instructed to sell by Public Auction, at No. 22, Forbes Street, Fort, the stock-in-trade of Messrs. Thorwald Ellesson and Co., consisting of electrical instruments, testing sets Ampere and Volt meters, table and wall telephones, wires, pushes, bells, indicator movements battery materials, lamps, carbons, etc., also a large lot of engineering tools foot and power lathes, drilling and grinding machines, fly wheels work benches, forges, anvils vices, files, hammers, chisels, saws, pliers, etc.

The property will be on view on and after Monday, the 24th inst.

On SUNDAY, the 30th instant, at 1 p.m., Messrs. CRAWFORD and Co., are instructed to sell by Public Auction at the Gun Works bungalow, Parel, the valuable and handsome blackwood and teakwood household furniture, plated ware, crockery and glassware, brass bound mahogany square piano by Schiedmayer and Soehne, Stuttgart, table ornaments, pictures, lamps, etc., the property of S. WELLINGTON, Esq.

Catalogues will be published, and the property will be on view, 3 days before the sale.

On WEDNESDAY, the 3rd proximo, at 1 p.m., Messrs. CRAWFORD & Co., are instructed to sell by Public Auction at the "Fir Tree Lodge," Bellasis Road, next to the Byculla Club, the valuable and handsome blackwood and teakwood carved and plain household furniture, plated ware crockery and glass-ware, Milner's iorn safe on stand, mahogany cottage piano by Soundy, marble clock, 1, 4 and 5 light gas chandeliers stuffed Himalaya pheasants in glass case large fish bowl, Parian figures, English ice box, wind-proof lamps, pictures, ammond type writer velvet piled carpet double cooking stove garden tubs and pots, etc., the property of the late F. ROWLAND, Esq.

Catalogues will be published and the property will be on view four days before the sale.

On SATURDAY, the 6th proximo, at 1 p.m., Messrs. CRAWFORD and Co., are instructed to sell by Public Auction on the top floor of the Paper Currency Office, Esplanade Road, Fort, (entrance from Meadow Street) the valuable and neat substantial blackwood and teakwood household furniture, best plated ware, rich crockery and glassware, a first-rate ebonized cottage piano by Rose, rich toned, coventry tricycle, child's tricycle, a collection of choice water colours, oil paintings, engravings, oleographs, windproof lamps, carpet, a collection of garden plants, etc., the property of R. C. CHAPMAN, Esq., Assistant Accountant General, proceeding home.

Catalogues will be published and the property will be on view 4 days before the sale.

CRAWFORD & Co.

Bombay, 21st April, 1899.

BENNETT AND COMPANY,
No. 22, APOLLO STREET.

TO-MORROW SATURDAY, the 22nd instant Messrs. BENNETT and Co. are instructed to sell by Public Auction at their rooms a quantity of grey and coloured piece-goods, &c. 50 drums 5 gallons each the sunitas soluble disinfecting fluid.

AT 1-30 P. M.

1 handsome strong victoria in very good order.
1 second-hand glass fronted miniature brougham.
1 handsome strong dogcart in very good order.
1 bay Arab polo pony, believed sound, quiet in saddle.
1 grey pony 13-3 5 years quiet in harness.
1 bay whaler, quite in harness.
1 serviceable Arab horse, 14 hands.
1 set of brassmounted single harness.

BONA-FIDE SALE.

On WEDNESDAY, the 26th instant, at 1 p.m. Messrs. BENNETT & Co, are instructed to sell by Public Auction, at Church Gate Street, top floor of *Times of India*, the very valuable and handsome black and teakwood French-polished household furniture, best plateware, rich crockery and glassware, rich table ornaments, table and hanging Ditmar's lamps, fancy pictures, cooking stove, books and choice plants, &c., the property of F. Boyrcor Esq.

Catalogues will be published and the property will be on view four days before the sale.

On SUNDAY, the 30th instant, at 1 p.m., Messrs. BENNETT and Co. will sell by Public Auction at Mazagon Mingulvadi opposite Post Office, the very valuable and handsome teak and blackwood plain and carved french polished house hold furniture, rich glass, crockery and plateware table and hanging lamps, handsome oilpaintings, oleographs and pictures beautiful table ornaments, Chinese and Japanese flower vases, Cambay and English carpets a large collection of choice plants in tubs and pots garden stands a large currogated shade, large partision screens 1 sweet toned square piano by Schiedmayer and Soehne a bay horse, 1 handsome strong built Vis-a-Vis 1 office shigram 2 sets of harnesses etc etc the property of R. DITCHBURN Esq.

Catalogues will be published and the property will be on view 4 days before the sale.

BENNETT & Co.

Bombay, 21st April 1899.

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No. 4, FORBES & MEDOWS STREETS, FORT.

SALE OF A DAMAGED BALE OF GREY SHIRTING.

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ROBT. R. ROSS,
Acting Manager

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SUBSCRIBED CAPITAL.....£1,114,625
PAID-UP CAPITAL 2562,500
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BOMBAY.	LYONS.	SANFRANCISCO.
CALCUTTA	MANILA.	SINGAPORE
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BOMBAY.

TO-DAY.

Sun rises, 5h. 39m. Sun sets, 6h. 18m. High water, 8-30m., 8-39a. Low water 2-14m., 2-5a.
Bakri Eed: Mahomedan holiday.
Justices' election of a Municipal Councillor, Municipal office.
Alexandra Native Girls' English Institution, annual meeting, 5-15 p.m.
Bombay Chess Tournament, Mungaldas House, Girgaum.

BAND NOTICE.—The Band of the 21st Bombay Infantry will not play at the Esplanade Bandstand, this evening.

J. J. HOSPITAL.—The Senior Medical Officer, J. J. Hospital, acknowledges with thanks the sum of Rs. 200 as a donation towards improvements in the Parsee Wards of the J. J. Hospital.

PARSEE CYCLING CLUB.—Members meet at Sir R. Temple's Statue at 6-15 a.m., on Sunday, for a run to Worlee and back, and they are requested to be present at the special general meeting to be held this evening, at 4 o'clock, in the Esplanade High School.

A REQUIEM MASS.—To-morrow, being the anniversary of the death of the late SeBastian J. D'Silva, there will be Requiem Mass, at 7-30 a.m., at the Church of N. S. de Salvagar, Lower Mahim, Dadur. Relatives and friends will please accept this intimation.

POSTAL NOTICES.—Mails for Singapore, Hongkong, and Japan, per extra s. s. Bisagno, will be closed at the General Post Office, at 12 noon, to-morrow.—Mails for Ceylon, the Straits Settlements, China, Japan, and Australia, per extra s. s. Chusan, will be closed at the General Post Office, at 3 p.m., on Tuesday next.

FIRE AT WORLEE.—On Wednesday afternoon, a cadjan hut, belonging to one Kana Vithal, at Morland Road, caught fire, and was burnt down. The flames were put out by the people residing in the locality. The damage done is roughly estimated at Rs. 20. The cause of the fire is not known.

THEFT AT A TANNERY.—Ismail Khairaz, a tanner, having his place of business at Dharavie, has reported to the police that some time during the 10th instant, a quantity of wool and goat's hair, valued at Rs. 800, was stolen from the tannery. Complainant suspects his employes of knowing all about the missing property.

SERIOUSLY BURNT WHILE COOKING.—Khatiza, a Mahomedan woman, aged eighteen years, was, on Wednesday last, engaged in cooking meal in her house at Old Nagpada. Suddenly her pyran caught fire, and she was extensively burnt over her body. Khatiza was removed to the J. J. Hospital, where she has been detained.

BURGLARY AT CHINCH BUNDER ROAD.—Oomersey Soonderji, a Bunniah, who resides at Chinch Bunder Road, has made a report to the police that, on Tuesday night, his house was broken into, and gold and silver ornaments, of the collective value of Rs. 191, were carried away. It appears that on the evening of the day in question complainant locked the door of his room and went to the plague hospital, to see his sister. When he returned, at mid-night, he found the lock on the door had been wrenched off, and the above property stolen.

FOUND DROWNED.—On Wednesday afternoon, a policeman attached to the Harbour Police, was going on his usual rounds in the police boat in the harbour, when he noticed the dead body of a Hindu floating in the sea, off the Government Dockyard. The policeman had the body towed to the Boree Bunder, where it was brought ashore. The body was naked. The deceased appeared to be a Ghatee of about thirty years of age. The body was not decomposed, nor was it emaciated. Information was circulated throughout the town, but no one came forward to identify the body. At an inquest held by Mr. Turner, the Coroner, on view of the body, an open verdict was recorded.

BURNT ON BOARDSHIP.—On Wednesday morning, Abdul Kadur, a Mahomedan fireman, aged twenty years, was removed to the Goculdas Tejpal Hospital, suffering from serious burns on his body. From inquiries made by the police, it appears that he was employed on board the steamship Henry Bolckow. On the 6th instant, while he was at sea, his right leg was accidentally burnt. On the arrival of the vessel in Bombay, the fireman went home. The occurrence was not reported to the police until the man was taken to the hospital on Wednesday. The steamship Henry Bolckow, which belongs to the Persian Steam Navigation Company, left the harbour on the 14th instant.

FATAL FALL FROM A STAIRCASE.—Mr. Allan F. Turner, the Coroner, held an inquiry, yesterday, at Haines Road Cemetery, regarding the death of Mahadev Raya, a Hindu lad, aged four or five years. The deceased resided with his mother, a widow, on the first storey of a house at Duncan Road. About a week ago, in the evening, the mother was in the room, and the lad was playing in the passage near the staircase. Suddenly an alarm was raised that a child had fallen down the staircase. The mother ran downstairs and found the deceased in the arms of a neighbour. The lad was conscious, and stated that as he was going down the staircase his foot slipped and he fell down. The child had no external injuries on his person, and appeared none the worse for the fall. On the following day deceased had fever, probably brought on by internal injuries. Two days ago he became unconscious and died on Wednesday evening. No report of the occurence was made to the police. His body was taken to the cemetery, where the clerk refused the cremation of the body until an inquest was held. The Jury on the evidence brought in a verdict of accidental death.

A STRANGE WAY OF TAKING REVENGE.—At the Esplanade Police Court, yesterday, before Mr. P. H. Dastur, Acting Third Presidency Magistrate, Suma Shanker, a sweeper, was charged by Mr. M. X. De Souza with mischief under section 426 of the Indian Penal Code. The complainant is a music teacher, and is at present living in the Churney Road camps. It seems that during last Easter a fancy dress ball was intended to be given in the camp, and the camp-master made all the necessary arrangements, but somebody wrote an anonymous letter to the Plague Officer, who disallowed the ball. In consequence of this, the complainant, who was suspected to be the anonymous writer, became unpopular amongst other residents. Subsequently, on one night, the accused, who is a *bhungee*, was seen emptying a basketful of filth into one of Mr. De Souza's huts. Both Mr. De Souza and his son-in-law, Mr. Nazareth, saw the accused, and on being questioned by them as to his presence there at 11 o'clock at night, he said he had missed his way, and was thereupon let go. For the defence the camp-master and another man were called as witnesses. The camp-master did not deny that someone had emptied the basket into the complainant's room, but he stated that when he questioned Mr. Nazareth, the latter said he did not know who had done that and simply suspected the accused. The Magistrate, in disposing of the case, remarked that the camp-master's statement was contradicted by the complainant and Mr. Nazareth, who had no object in charging a poor *bhungee* without grounds. His Worship believed that the accused had been sent to the complainant's place in order to annoy him and his family, and the camp-master was interested in shielding the accused as much as possible. The offence was the outcome of malice, and required to be adequately punished. He, therefore, fined him Rs. 30, with an alternative of fifteen days' rigorous imprisonment.

WHAT DOES THE WAR OFFICE THINK?

THE St. Petersburg correspondent of the *Times* states that a week ago Captain Novitsky delivered there a lecture entitled "Military Sketches of India" in the presence of the Grand Duke Vladimir, commanding the troops of the St. Petersburg district, his son, the Grand Duke Andrea, and nearly all the highest military authorities of the capital. The lecturer gave the result of his personal investigation into the state of the Anglo-Indian troops and the military condition of India during a stay of four months in the country last year. Among other matters Captain Novitsky pointed out the low degree of education among the native officers and the absence of any Government measures for improving their wretched condition.

The lecturer then read a short strategical account of the north-western region of India, dwelling more fully upon British Baluchistan and the Khaibar Pass, both of which he had visited. The review of those localities and the border defences of India in general showed that the fortification of the north-west frontier was unsatisfactory, and in a very different state from that in which it had been represented from English sources. According to Captain Novitsky, the attitude of Indian natives towards the English was hostile but there was less danger in this respect among the native troops and proletariat. The feeling of the natives towards Russia was not what the Majority of Russians imagined it to be. The natives had heard very little about Russia, and what they had heard was false and unfavourable. Captain Novitsky illustrated his lecture with enlarged photographs of the Indian frontier fortifications, barracks, localities, and types of the native soldiery.

BOMBAY PORT TRUST.

THE following are excerpts from the proceedings of a meeting of the Trustees of the Port of Bombay, held on the 11th April.

Submitted the following statement showing the Revenue Collection in the year 1898-99:—Summary of Bunders, Land Docks and Port Revenue collected and paid into Bank:—

	Budget Estimate for the year 1898-99.	Current financial year, 1898-99. Month of March 1898.	Current financial year, 1898-99. Twelve months from 1st April 1893.	Last financial year, 1897-98. Month of March 1898.	Last financial year, 1897-98. Twelve months from 1st April 1897.
BUNDERS AND LAND	Rs.	Rs.	Rs.	Rs.	Rs.
Sassoon Dock to Apollo Bunder ...	2,05,780	23,002	2,33,718	22,213	2,05,779
Town Bunder to Mody Bay	2,72,600	10,938	2,44,385	26,891	2,50,716
Elphinstone Estate..	8,32,650	70,730	8,50,514	79,975	8,09,730
Mazagon Bunder to Free Reclamation	2,96,850	26,722	3,20,553	34,794	3,08,546
Esmail Hubib to Chowpatty Bunder	26,150	2,523	26,295	3,182	29,742
Warehouses.....	2,60,500	18,873	2,63,914	24,347	2,93,128
Miscellaneous Revenue	62,720	2,30	55,921	11,954	63,251
Total ...	19,57,250	1,55,092	19,95,300	2,10,396	19,60,902
Wet Dock.....	22,82,100	2,90,434	26,03,300	2,60,959	20,51,289
Merewether Dry Dock	1,29,000	15,417	1,39,708	23,753	1,19,119
Port Dues, &c.....	1,67,400	11,097	1,83,305	16,242	1,63,678
Total ...	45,35,750	4,72,050	49,21 612	5,11,350	42,94,988
Add—Other Items...	52 250	494	48,875	1,492	49,652
Total ...	45,88,000	4,72.544	49,70,487	5,12,842	43,44,640

Resolution—To be recorded.

MESSRS. SHEPHERD AND CO.'S STEAMERS.

Read letter from the Collector of Customs and Opium, dated 25th March 1899, saying that an application has been received from the Agents of the B. I. S. N. Company and Messrs. Shepherd and Company, asking that the Customs work of the local coasting steamer trade should be done at the Prince's Dock, Custom House, instead of the Town Custom House as at present, expressing the opinion that the change would doubtless give considerable facilities to the coasting steamer traffic and, consequently, favourably affect the Port Trust revenue from this branch of the trade, but that it cannot be made unless more office accommodation is put at the Customs disposal adjoining their present Prince's Dock Office; requesting that, if possible, the two remaining bays in the Warehouse, occupied by the Customs Office, which are at present used for the storage of unclaimed goods, should be made available for the extension of the Customs House; proposing that the new office be located in the partitioned space at present used for opening goods for examination, and that the remainder of the Warehouse, comprising three bays in all, be made the place for examining goods for appraisement; adding that the present accommodation given for this purpose being insufficient, a proportion of the imports have to be opened and examined outside.

Read report from the Traffic Manager, dated 4th April 1899, saying that the two bays of No. 1 Warehouse, Prince's Dock, referred to by the Collector of Customs, are at present made use of for uncleared goods and may be transferred to the Customs Department, the uncleared goods now in No. 1 being shifted to No. A, which is also duly authorized for uncleared goods. Submitted report from the Docks Superintendent, dated 6th April 1899.

Resolution.—The extension of the Customs Office and of the space set apart for the opening of cases for examination having become necessary in the interests of the trade using the Docks, the remainder of Warehouse No. 1 may be given up for these purposes so long as the necessity for the increased accommodation may exist. The Traffic Manager should arrange, as proposed, for the storage in Warehouse A of the unclaimed goods now stored in No. 1.

JAITHA SHEDS AND FIRE INSURANCE.

Read letter from the Secretary, Bombay Association of Fire Insurance Agents, dated 14th February 1899, drawing attention to an increase in the number of jaitha shelters constructed on the Bombay Cotton Green and the Apollo Reclamation Cotton Ground on the re-opening of the season, and enquiring, on behalf of his Committee, whether the number of the jaithas, which are a source of much danger, can be reduced and their construction rendered less accendible. Read report from the Traffic Manager, dated 25th February 1899, submitting the following figures, showing the number of cadjan and bardan jaitha shelters at the Colaba Cotton Green for the past two seasons:—

	Season 1897-98.	Season 1898-99.
On Port Trust ground, Apollo Reclamation...	8	19
On Colaba Company's ground	34	35
On Government ground	9	9
	51	54

saying that there are only ten jaitha sheds on the Trustees' land against 35 on the Colaba Company's ground, and nine on the Government ground with which the Trustees cannot interfere, and that it would be unadvisable for the Trustees to move in a matter of this kind unless the Colaba Company and Government agreed to adopt the same position. Read letter to the Secretary, Bombay Association of Fire Insurance Agents, dated 11th March 1899. Read letter from the Secretary, Bombay Association of Fire Insurance Agents, dated 30th March 1899, saying that his Committee have addressed the Government the Colaba Land and Mill Company and the Cotton Trade Association on the subject, and that the Committee propose to adopt the following clause in the policies to be issued next season:—"This policy does not cover cotton lying within fifty yards of any hut or other erection built of bamboos and mats or other inflammable materials. Huts or shelters of iron or tiles on wooden posts are allowed without prejudice to this assurance."

Resolution.—To be recorded.

KEROSENE SHIPMENTS.

Submitted letter from Messrs. Shepherd and Company, dated 31st December 1898, enquiring if arrangements can be made for the shipment (by coasting steamers) of kerosene oil from the outer wall of the Prince's Dock. Submitted letter from Messrs. Shepherd and Company, dated 31st December 1898, forwarding several applications received by them with reference to the shipment of kerosene oil and enquiring if there is any probability of the rules being amended so as to permit of their accepting oil either overside (alongside the Harbour Wall) or through the Docks. Submitted letter from Messrs. Shepherd and Company, dated 28th February 1899. Read minutes of members of the Docks Committee and by Messrs. Abercrombie and Morison, expressing an opinion in favour of direct or overside shipment of kerosene oil by coasting steamers, provided the Fire Insurance Companies have no objection to the proposal. Read letter to the Secretary, Bombay Association of Fire Insurance Agents, dated 16th March 1899, asking him to kindly lay the Trustees' proposals before his Committee for the favour of an expression of their views. Read letter from the Secretary, Bombay Association of Fire Insurance Agents, dated 23rd March 1899, enquiring whether it is proposed to fix any limit to the number of carts loaded with oil allowed in the Docks at one time. Read letter to the Secretary, Bombay Association of Fire Insurance Agents, dated 29th March 1899, saying that as the quantity to be loaded in a steamer is limited to 500 cases, and 25 cases are carried in a labour cart, the greatest number of carts within the Dock fence at one time would never exceed 20, but that only two or three would be taken alongside a steamer at one time, and that the others would be kept standing at one side and be moved up to the steamer one by one. Read letter from the Secretary, Bombay Association of Fire Insurance Agents, dated 5th April 1899, replying that his Committee do not, under the circumstances stated, offer any objection to the arrangement proposed.

Resolution.—Government should be requested to sanction the following addition to the by-laws for the regulation and management of the Docks:—"53 B.—Consignments of petroleum for shipment on board any steamer lying alongside the Harbour walls of the West Docks may be brought in carts into the Dock premises, provided that—(a) A written permission is first obtained from a Dock Officer, such permission to be presented at the Dock gates. (b) Not more than 500 cases in all are brought for shipment on any one steamer. (c) The oil shall be contained in sound tins and packed in the usual wooden cases, so that there will be no leakage. (d) The consignment shall not be brought into the Dock premises until the vessel is ready to receive it, and shall be passed on board direct from the carts without being deposited on the wharves. (e) A fee of one rupee shall be paid for each consignment to cover the cost of the attendance of a Dock Officer, whose duty will be to accompany the carts from the Dock gates to the vessel and to remain in attendance until the shipment shall have been completed. 2. Application should, at the same time, be made to the Collector, Customs, to sanction the shipment of petroleum in cases from the Harbour wall of the Docks in accordance with the above by-law.

MODI BAY ESTATE.

Read letter from the Traffic Manager, dated 26th January 1899, submitting for consideration an application for a lease of 1,475 8-9 square yards of land on the Mody Bay Estate for a period of fifty years at the rates fixed by the Trustees for the neighbourhood, viz.:—Re. 1 per square yard per annum for first 10 years; Re. 1 1-2 per square yard per annum for next 10 years; Rs. 2 per square yard per annum for remaining 30 years; saying that it is understood that the applicants do not at present intend to build upon the land, but that later on they will do so, and that at the same time they make an application for a consolidated lease of the land now applied for and their holding under R. R. No. 214, and recommending that the land be leased, but subject to a consolidated lease being at once prepared if no building is to be erected within twelve months on the plot now applied for. Submitted the application for lease, dated 20th December 1898, above referred to, together with a plan, showing in red colour the plot of land applied for on lease by the above firm. Submitted Trustees' Resolution, dated 21st February 1899. Read note by the Chairman (Mr. Burke), saying that it is understood that the land forming the frontage to the Harbour Road and lying to the east of the plot now applied for, as well as that in possession of the applicants would leave only a depth of 93 feet, and that it is desirable by means of an arrangement with them that this should be increased to a clear 100 feet, and directing that the Traffic Manager and the Engineer should see the applicants and submit proposals. Submitted a plan, showing land between the Mangalore and Calicut Streets leased up to date, together with statement of land in that locality held on leases with particulars as to the area, names of lessees, &c. Submitted report from the Traffic Manager, dated 2nd March 1899, forwarding a letter from the applicants expressing their willingness to surrender 5' to the east of their premises, which would increase the depth to 97'-3½" or thereabouts. Read report from the Engineer, dated 2nd march 1899, forwarding plan, saying that the depth of the frontage plot will, in that case, be 97'-1" as shown therein, to which must be added the strip 2 feet in width; that the applicant's building must leave an air space under Municipal regulations. Submitted letter from the applicants, dated 2nd March 1899, addressed to the Traffic Manager, together with plan above referred to. Submitted plan in two sheets, showing the building plots available on the proposed Harbour or Strand Road between Ballard Road and Goa Street. Submitted note by the Secretary, dated 22nd March 1899. Read the proceedings of the Land and Railways Committee, recommending that the rates per square yard per annum offered, viz., Re. 1 for first ten years, Rs. 1 1-2 for next ten years, and Rs. 2 for the remaining thirty years, as also the applicant's offer to give up 5' of their present holding, thus increasing the depth of the front plot between their holding and the sea-face road to 27'-1" should be accepted and that the plot shown in plan within the blue pencil lines, which would give the applicant a regular rectangular block with an air space right through from Mangalore to Calicut Street should only be leased to them.

Resolution.—The recommendations of the Land Committee are approved.

The following were amongst the papers laid on the table:—

PILOTAGE STATEMENT.

	For week ending 7th April 1899.	Total from 1st to 7th April 1899.	For week ending 7th April 1898.	Total from 1st to 7th April 1898.
Vessels piloted into harbour	19	19	25	25
Do. piloted out of harbour.....	20	20	23	23
Do. transported	11	11	17	17
Do. attended to	...	...	2	2
Do. warped	1	1	1	1

INSOLVENT DEBTORS' COURT.

THE HON. MR. JUSTICE RUSSELL presided at a sitting of the court yesterday.

RE ABDUL KARIM ABDUL AYUB.

Mr. Raikes, on behalf of the Official Assignee, moved for the examination of the insolvent and certain other witnesses. His lordship granted the application.

RE SHARIFKHAN DAWOODKHAN.

Mr. Ardeshir Kapadia, for the insolvent, applied for and obtained two months' extension of the interim order.

RE NOOR MAHOMED ISMAIL.

Mr. Jeejeebhoy Mody, instructed by Messrs. Ardeshir Hormasji and Dinshah, on behalf of the insolvent, moved for a rule "nisi" calling upon the creditors to show cause why the order of adjudication should not be revoked. His lordship granted the rule applied for.

RE TYEBALLI ALLIBHOY.

Mr. Lowndes, on behalf of a petitioning creditor, by consent, moved for the adjournment of the rule for the revocation of the adjudication order till the next court day. His lordship granted the adjournment.

RE COOVERJI NAOROJI CONTRACTOR.

Mr. Ardeshir Kapadia, for the insolvent, applied for and obtained three months' extension of the interim order.

DISCHARGES.

The following insolvents received their discharges:—Fardoonjee Bhikhaji Bhacka; Nassarwanji Cowasji Guard, *alias* Mistri; Chintaman Raghoba; Dharamsey Babaji and others; Idanmull Bodhavdas Multani; Bhicoba Jagannath; Luxman Icharam; Rambhow Keshavji and others; and Tookaram Hari and his wife.

UNDELIVERED LETTERS.

THE following is a list of unclaimed letters lying at the Bombay General Post Office:—

Aitkin W E	George D	Muller Walter
Alexeondrovit eke Fitzoo	George Elias	Mukerji K K
Alan Arthur G	Glaeser Curt Wilh	Naylor P
Allan Cecil Miss	Glover Miss	Nice J W
Allen W H	Gordon J E Mrs	Nickols Harold
Andrew Edwin Mrs	Gundry Hugh Mrs	Paoli G T
Armstrong F C	Hart Horatio Miss	Patterson W Kelly
Batty Edith R Miss	Hartnall Miss	Phipps W
Bayard Miss	Hastings Charles Mrs	Primadis Anton
Bates L W	Hilgers Miss	Puddephatt A C
Beeston Mrs	Hill F Mrs	Raleigh F
Birachin H J	Hutton H K	Rondrow James
Burrows W	Jackson Josephine Miss	Rose L
Brooke W J	James L	Rudd Norman
Cattani F	Jenkins Rosa Mrs	Seidman Isbak
Campbell J S Mrs	Jones V Miss	Sen B B
Captain P	Keil Maurice L	Seymour A J C
Cartwright H L	Kirkman Miss	Sharpe F S
Chappler E	Knight Lolite Miss	Shoot Miss
Chatterton F	Kydd Thomas Rae	Smith Mrs
Clark R E Miss	Lambert J	Sorrow Manvill W B
Collins E	Leehler W I	Spencer F Miss
Compton H	Lindquist Karl Axele	Sparrow C Miss
Condon Miss	Lobatehy Fanny Miss	Stainforth P T
Cox T L	Long W D	Steele I M
Cumber Miss	Loose J L	Taylor M Mrs
Darshani Khakrul Sawhar	Macdonald R D	Thomas W T
Davies A M Mrs	Mohomed Miya	Thuilier Willough by Mrs
Dempster David	Manecklji Nowroji Taraporwala	Treacher Walter G
Dennis G W	McCarten H Rev	Venour E Miss
Desmonier P	Merritt	Vignan A du
Dinshaw S Cama	Middleton J S	Watts Mrs
Faulkner Mrs	Misrahi Armand	Weinwarm Moritz
Fox F H		White D Mrs
Frere W H		Wilkins Mrs
Fry Duncan Mrs		Winsom Theodore
Ganehrane Mr		Winter Mrs
		Young H

MR. H. C. WILLIAMS, C.S., who has been staying in Calcutta for the last few days, has left for Bhagalpur to take up his new appointment as Commissioner of that Division. For the past five years Mr. Williams has been officially employed in Calcutta and its neighbourhood, and his duties have brought him into the closest association with the mercantile community. As Chairman of the Corporation, as President of the Labour Commission and of the Mines Commission, and as Commissioner of Burdwan, the great coal district of Bengal, he has done much useful work, and his ability as well as his strong common sense and intimate knowledge of, and sympathy with, commercial needs and aspirations, have been greatly appreciated by business men. If his Excellency the Viceroy has any intention of constituting a Labour Bureau, in accordance with the suggestion made to him, we feel sure that the vote of the mercantile community (if invited) would be cast in favour of Mr. Williams as its President. In any case when his Excellency proceeds to the consideration of the new Mining Bill, he will probably find it useful to associate with him in his labours an officer who possesses so intimate a knowledge of the Indian labour question, and whose experience in the working of the Labour Acts, both in Bengal and Assam, fits him in an exceptional manner to advise on legislation affecting the practical working of the coal mines and their effect upon emigration. It must be remembered that the Mining Bill is an entirely new subject, and it is one upon which it is most desirable that the opinion of experts should be taken.

SIR GEORGE C. M. BIRDWOOD, M.P., K.C.I.E., C.S.I., LL.D.

(Concluded from yesterday's "Bombay Gazette.")

WITH his strong views upon the aid which an ideal imperial University of Commerce could render to Indian industries and commerce, Sir George Birdwood, who is a scientific specialist on the natural products of India, necessarily interests himself in making them known. He had incidentally mentioned rhea as the probable source of great wealth to the country he loves so well. The Commissioner was anxious to have some detailed information on so interesting a subject. "You mentioned rhea just now. How does that question stand at present?" he asked.

"The interest in rhea" replied Sir George, "is advancing, and its importance as an article of commerce is at last slowly, but surely, being recognised. There are more than enough good machines and processes for the preparation of rhea fibre, and the question has long been chiefly that of the continuous and adequate supply of rhea at a price that would bring it into competition, not only with silk, but with linen, cotton, &c. It is now certain that, so far as the qualities of its yarn go, rhea fibre would rapidly come into demand in various textile manufactures, provided the plant could only be cultivated and its fibre prepared at a sufficiently low price to bring it into active competition with the fibres it might supersede, or with which it might be mixed in the production of certain textile fabrics; and, as before said, provided the rhea fibre was always on supply in the market. Supplies are always arriving in increasing quantities but the unfortunate fact for India is that these supplies are coming in much larger quantity and of better quality from other countries than from India. The immediate desideratum seems to me to be to prepare the fibre ready for spinning in the country or countries in which the rhea is grown. While officially dealing with the question I used to advise extreme caution in adventuring on any phase of the rhea enterprise, for the State must not be involved in any errors of judgment in speculations of this sort. But now that I can express my own convictions unreservedly, confirmed as they now are by the development of the industry in the hands of English capitalists, I say, unhesitatingly, that the time has arrived for dealing vigorously (on, of course, still more or less speculative lines) with the exploitation of rhea as, in the immediate future, one of the great staples of our textile manufactures. I repeat, a sufficient and sure supply of the fibre is, for the present the all-essential desideratum. Scarcely less important is the experimental determination of the most profitable applications of the fibres in our textile manufactures."

"I have no doubt, Sir George, that your suggestion on the extension of the rhea industry in India will be read with great attention, and will have the effect of stimulating capital in its direction," commented the Commissioner; "but it may be presumed that you have views, as well as knowledge, on the possibility of reviving the oldest of India's textile industries known to the West."

"Yes," replied this living encyclopædia of everything Indian, "great attention is being given to the extention and improvement of the production of silk in Cashmere. The silk of that country is considered by experts to be of a remarkably fine character; but we are only at the very beginning of the attempts being made to revive the local industry in it. Nothing can be discreetly said, as yet, on the subject, except that it is receiving the closest attention of Sir Adelbert Talbot, the British Resident in Cashmere, and the State Darbar, and, I hope, the sympathetic consideration of Mr. Walter Roper Lawrence, C. I. E., formerly settlement officer in Cashmere, and now Private Secretary to the present Viceroy of India."

"And opium—that is a vexed question, is it not?" queried the Commissioner.

"Do not question me on opium, please," retorted Sir George; "my views are well known on that subject. It is a humiliating history—that of its treatment by this country. It is an instance of the way in which the superior knowledge and wisdom of the scientific Government of India has been over-ruled by the pressure of the ignorant voters of this country on Her Majesty's Parliament and Ministers."

There was once a famous cartoon in *Punch*, a paraphrase of the celebrated picture, "Who says Rats?" An accidental allusion to Muscat had a similar effect on Sir George Birdwood, as the word "atrocities" on the subject of the cartoon. He immediately drew attention to a statement made in a newspaper about the visit to Bombay in 1886 of a French Agent M. Le Jean, who posed as a person desirous of travelling in Persia and especially in the neighbourhood of the Persian Gulf. He was suspected, and offered hospitality received it, and was kept in hand until he could be seen through his journey by a British official. The story told in the newspaper was that Le Jean was carefully kept at Government House until the British Resident in the Persian Gulf was returning to his duties; that being a spy, M. Le Jean tried to evade the invitation given him to accompany the Resident; and that, fearing to disclose his purpose, he accepted the offer and only remained in Muscat a week, and went away again without accomplishing his mission of enlisting the Sultan of Muscat in French interests.

As usual, in everything connected with India, Sir George knew all about the real facts. "The simple facts of the case are," he easerly rejoined, "that I was the first person M. Le Jean came to on his arrival in Bombay; that he remained daily with me the whole time he was there; that he might have gone away to Muscat or elsewhere, with the greatest facility and secrecy if he pleased; that it was I who suggested he could go with Sir Lewis Pelly; and that he was extremely glad and grateful to go with Sir Lewis. He was essentially a scientific traveller, and came to India and was delighted to go on to the Persian Gulf with Sir Lewis Pelly because, as a scientific, and also a very shy man, he was sure of sympathetic consideration and care from both Sir Lewis and me. Some talk, but never any real suspicion, did arise of his being a political spy, but it was based simply on the accuracy of his knowledge of India and Persia. He was really no more of a political spy than any intelligent man is who, while travelling on his own account, has also an ever-watchful regard for his country's interests. When I know this to be the truth of the "Le Jean Mission," I am not likely to give much heed to the "board of ship," gossip of Clubs on necessarily obscure incidents in our current foreign relations."

It was a chivalrous and characteristic vindication of his old guest.

"I don't want to enter into politics, but there is an idea that, as the founder of Primrose Day, your views on Indian administrations are tinged by your loyalty to the present Government. Is that so?" asked the Commissioner.

The answer was conclusive. Said Sir George: "I am not a partizan of the present Government in any sense, nor had Primrose Day, in its origination, anything to do with my political prejudices, but rather with my literary predelictions, and the profound veneration for the Jewish people and Semitic race generally. Neither by temperament nor action, except when a vote must be given, am I a party man. I am simply a student of politics, and my whole political wisdom—such as it is—is summed up in Pope's well-known lines:—

"Be not the first by whom the new is tried,
Nor yet the last to lay the old aside."

"Ah, well," the Commissioner could not help interjecting, "it is a grievous pity that you have not written a few volumes of "Memoires pour Servir," or some more serious kind of book, recording your manifold experiences, impressions and studies of men and manners, history and art, and administration and administrators concerning India."

Sir George Birdwood looked for the moment as if he felt the pity of it himself—but he gave his *apologia* for a hitherto unused opportunity in the words following (which the Commissioner repeats *literatim*, with all the digressions:—"I know that I appear to have many interests in life, and, in a way, I have, or, rather, have had. But the responsible public duty of my life from 1857 has been to acquire and maintain a full, ready, and accurate knowledge of the natural trade productions of India. This has been an all-absorbing duty, as is indicated in a memorandum on the work of my late appointment in the India Office, written by me just before my superannuation from the public service on the 9th of January last. The subsidiary work, or, rather, ever-grateful duty, of my life has been to indite the praises of India—its landscape, life, and labour—the still active antique life of its people, and their perfected traditionary arts. I have no scholarship beyond that of an old Grammar School boy, but my reading in all literatures on these special Indian subjects has gradually become practically exhaustive; and, of course, that reading has inspired me with all sorts of collateral interests, and with all sorts of reflections, political, moral and religious; and hence I well know that I may therefore appear to others to have occupied myself with all sorts of literary, scientific, and political questions. I have myself often described my late appointment here, laughingly, as an 'Idle Fellowship for the endowment of irrelevant research.' I have, however, always stuck strenuously to my last—and I have had to do so, if only to keep my daily livelihood. A man's knowledge, in my life-long line of labour, has to be kept up-to-date and must be exact; and for 42 years now I have been daily under crucial examination, so to say, on the infinitely varied subjects included within my special duties, and by all sorts and conditions of people; and at any moment an error of fact would have 'plucked' me without the chance of a second trial. When you realise this it will explain all of what may seem to you 'the confusions of a wasted life.' If you wish to know what are the general lessons for the higher life impressed on me by my very specialised duties, and readings, and observations, I will reply:—While they are many, two, at least, are very pertinent to the purposes of your present interview. One which I could express in the words of several illustrious writers, from Cicero to Captain Mahan, but which I prefer to record in the words of Lord Bacon, is that 'The wealth of both Indies seems in great part, but an accessory to the Command of the Seas.' You will find this passage in his Essay, 'Of the greatness of Kingdomes and Estates'; and you will find the same opinion expressed in his 'Considerations touching a Warre with Spaine.' Of course by 'both Indies,' Bacon refers to the East and West Indies. My other lesson I will give in the words, written two centuries before Bacon's, by Thomas a Kempis:—'Not the wealth of both the Indies [here the reference is to Eastern Africa, and the East Indies; see Friar Jordanus's *Mirabilia Descripta* can redeem a man for losing a single opportunity for helping his fellow-man.' I quote this passage from memory, and I forget the original Latin of it; but it will, as it stands, sufficiently explain to you my attitude, not toward the arts of India, for which no *apologia* is required from me, but toward the antique culture and faith of India—India of the Hindus."

This, however, must not be taken as Sir George Birdwood's last message to the tens of thousands of people in India who love the man and revere his name.—*British Indian Commerce.*

THE WEATHER.

OBSERVATIONS TAKEN AT 8 A.M., ON THURSDAY, THE 20TH OF APRIL 1899.

1. The barometric readings are corrected to Calicut standard, reduced to the same temperature M° and also to the sea level and corrected to the constant gravity at Lat. 45.

2. The 2nd column under the head 'Wind' gives the average motion of the air in miles per hour during the past 24 hours, and is obtained by dividing the total number of miles of wind registered by an anemometer during the previous 24 hours by 24.

3. The temperatures given in the table are of the air in the shade or in a small shade with open sides and a thatched or straw roof. The maximum (max.) and minimum (min.) temperatures are the highest and lowest temperatures during the 24 hours preceding 8 a.m.

4. The humidity is given as a percentage expressing rates of the actual amount of moisture in the air to the amount required to saturate it.

| STATIONS. | Pressure, 8 A.M. | Wind. Direction. |

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ENAMELLED LEATHER &c.

MINOCHEHER LEATHER WORKS, AHMEDABAD.

BOMBAY DEPOT,

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"LOG CABIN."
MAY BLOSSOM.
GOLDEN BIRDSEYE.
LILY OF THE VALLEY.
PRIZE MEDAL BIRDSEYE.
VIKING NAVY CUT (Full).
VIKING NAVY CUT (Medium).
FLAKED GOLD LEAF HONEY DEW]

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MAY BLOSSOM. Put up in air-tight tins, containing 50 cigarette with a holder.

NEEDLE POINT. Each packet containing 10 cigarettes wrapped in foil with a nice picture.

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COMMERCIAL INTELLIGENCE

THURSDAY EVENING, APRIL 20.

THERE were Rs. 10,000 of Indian Council Bills allotted to Calcutta at yesterday's weekly sales in London, Rs. 90,000 to Bombay, Rs. 20,000 to Madras, at 1s. 3 15-16d., full acceptance being given to the tenders thereat. An extra allotment of Rs. 4,50,000 was made on Bombay, and of Rs. 2,50,000 on Calcutta, at 1s. 3 15-16d. Exchange on India at 30 days' sight was unaltered at 1s. 3-4d.

Consols were unchanged at 110 9-16; French Rentes remained at 102; Indian Sterling Loan at 116; Paris Exchange on London at 25·21 fcs. Rupee Securities, 3 1-2 per cent, decline 1-8 per cent, to £66 1-2. Bar Silver was unaltered in value at 27 3-8d per oz.; also in New York at 59 5-8 cents per oz., Demand Exchange on London continuing at 4·86 3-4 dollars. Some £50,000 in Gold was paid into the Bank of England yesterday.

The Liverpool Cotton market closed steady yesterday, Surats quiet. Arrivals quiet but steady. The day's Sales were 10,000 bales, inclusive of 100 bales Surats; and the Imports, 15,000 bales. Prices were unchanged all round. The Manchester market was quiet but steady.

Ready Mid.-Uplands Cotton declined 1-16 cent in New York, to 6 1-4 cents per lb.; Futures both for July and October were unchanged at 5·87 and 5·89 cents per lb., respectively. The Receipts at the U. S. Ports were 12,000 bales; and the arrivals to date compare as follows with those in 1898 and 1897:—

	1899.	1898.	1897.
Wednesday's Receipts.	12,000	7,000	4,000
Four days' do.....	46,000	52,000	29,000
Since 1st September ...	7,731,000	8,097,000	6,339,000

In sympathy with the quiet feeling in the Liverpool market, our local Cotton market has been dull to-day. Shipper's bought only 100 bales Junagadh at Rs. 139 per candy, and 600 Pachora at Rs 126 1-2; and the Mills, 100 Kadi at Rs. 141.

WHEAT AND SEEDS are quiet but steady; there has been a partial recovery in prices, in the latter.

The Receipts of Produce into Bombay yesterday were as follows:—

Cotton	4,873	bales.
Wheat	30,957	cwts.
Linseed	15,818	"
Rapeseed	15,816	"
Gingellyseed	1,930	"
Poppyseed	6,533	"
Castorseed	1,801	"
Rice	74,047	"

EXCHANGE re-opened this morning at 1s. 3-7-8d. for Bank Telegraphic, 1s. 3-29-32d. for Demand, and 1s. 4-1-32d. for three months' sight Credits. A fair amount of business was reported both ways, and the market closed steady as follows:—

Bank Bills on Demand ...1s. 3 7-8 to 29-32d. per Rupee.
Do. Telegraphic 1s. 3 7-8d. "
Credits 3 months' sight. 1s. 4 1-32d. "
Francs.....1·39 3-4 "

GOVERNMENT PAPER.—Rates were given to-day at 100 1-2 for both money and Account, for 3 1-2 per cents, and 94 for 3 per cents.

SHARES are dull. Mofussil Press are Rs. 10 higher, new Berar Rs. 5; and Manockjee Petit mill Rs. 15.

[REUTER'S TELEGRAMS.]

COMMERCIAL AND FINANCIAL NEWS.

LONDON, APRIL 19.

The Liverpool Cotton Market closed steady. Surats quite.

Good Bhownuggur 2 26-32.

The Manchester Market has been quiet but steady.

2½ per cent. Consols 110 9-16
3 per cent. Reduce 102
3½ per cent. Sterling Loan..... 116
3½ per cent. Rupee Papers..... 86 1-2
Bar Silver 27 3-8

The sum of about £50,000 has been paid into the Bank of England.

STEAMER MOVEMENTS.

LONDON, APRIL 19.

The Clan Line steamer Clan Macleod, darrived here this morning.

HONGKONG, APRIL 20.

The P. and O. Co.'s s.s. Canton, extra, left here, for London direct, this afternoon.

The Messageries Maritimes Co., s. s. Caledonien, which left Bombay on Tuesday, the 11th instant, at noon, arrived at Suez on Thursday, 20th inst, at 9 a.m.

The Florio-Rubattino Company's steamer Bormida left Hongkong for Bombay, on 19th inst.

BOMBAY VOLUNTEER ARTILLERY.

REGIMENTAL ORDERS BY CAPTAIN W. G. WILSON, COMMANDING B. V. A.

Bombay, 21st April, 1899.

1. Leave of absence have been granted to the following Sergt H G Hyde for 6 months from the 22nd instant, Gunner J E Killin for 6 months from the 1st May, and Gunner J Muir for 4 months from the 29th instant.

2. During the absence on leave of Sergt H G Hyde, Corpl C F Spencer will take charge of No. 3 Sub-Division No. 1 Coy. from the 22nd instant.

By Order,
H. A. H. PAYNE, Lieut.,
Acting Adjt. B. V. A.

HIGH COURT.—APRIL 21.

(Before the Honourable Mr. Justice RUSSELL.)

Suits for hearing and final disposal.

Admiralty Suit.

398—Crawford B and Co—The Clan Line Steamers Ld vs The s s Cashmeer—Smetham B and N. Part heard,

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

Bombay, 19th April, 1899.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 dex. Fah. .....inches	29·804
Temperature of the Air .....degrees	86·4
Wet Bulb Thermometer	78·1
Dew Point.....	75·0
Relative humidity of Air	0·696
Extent of cloudy sky (the whole sky clouded =10)	7·0
Maximum temperature of air (read at 8 a.m.) next day .....degrees	90·6
Minimum do. do. (read at 8 a.m.)	82·3
General Directions of wind"...SSW, SW, SSW, WSW, SSW.	
Movement of Wind in 24 hours"..... miles	223
Fall of Rain	0·06
Total fall during month.....	0·06
" year.....	0·06
Additional fall of rain up to 10 a.m. of 20th	0·45

From midnight to midnight.

N. A. F. MOOS,
Director, Government Observatory.

THERMOMETER READINGS.

WEDNESDAY NIGHT.—APRIL 19.

10 p.m.	84·0

THURSDAY.—APRIL 20.

6 a.m.	79·5
10 a.m.	79·4
2 p.m.	84·8
4 p.m.	84·4

B. B. & C. I. RAILWAY.

Approximate Return of Traffic for week ended 1s April, 1899, on 461 Miles open.

	Coaching Traffic Receipts.	Merchandise and Mineral Traffic Receipts.	Other Earnings (Estimated.)	Total Earnings.
	Rs.	Rs.	Rs.	
Total Traffic for the week	76,000	2,25,000	4,000	3,07,000
Or per mile of Railway	169	483	9	666
For previous 12 weeks of half year,	9,99,827	28,11,934	39,388	38,51,219
Total for 13 weeks ..	10,77,897	30,36,934	43,388	41,58,219
Comparison. Total for corresponding week of previous year	70,714	3,11,611	352	3,85,707
Per mile of Ry do.	154	676	7	837
Total to corresponding date do.	7,19,402	26,98,928	64,489	34,82,819

Decrease for the week .....Rs. 78,707
Increase to date ..... " 6,75,400

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

OTHER PRESIDENCIES.

BIRTH.

WALLACE—April 15, at Kodaikanal, the wife of the Rev. W W Wallace, of a son.

MARRIAGE.

PRESTON—HEATHCOTE—April 12, at St Peter's Church Fort William, by the Rev R W H Stuart, Albert Ernest Preston, Assistant Electrical Engineer, Port Commissioners, Docks, Khidderpore, to Adelaide Lavinia Florence Heathcote, second eldest daughter of Captain O D Heathcote, Deputy Commissary Ordnance Department, Calcutta.

DEATHS.

GARDINER—April 7, at Monywa (Chindwin, Upper Burma) Mildred Kate, the beloved daughter of W J Gardiner, Supt, Post Offices, Central Divn, aged 6 years and 23 days.

TRAILL—April 14, at the Mission House, Jevpore, Jessie Kirk Traill, the beloved daughter of the Rev J Traill, Missionary.

NOTICE TO CORRESPONDENTS.

*** ALL communications intended for publication in our columns should be addressed to the Editor and not to any individual member of the staff.

The Bombay Gazette

FRIDAY, APRIL 21, 1899.

WIRELESS telegraphy has come to stay. Signor Marconi having succeeded in sending messages without connecting wires from ship to shore, and from the Isle of Wight to the mainland, has now transmitted messages from Boulogne to Dover and *vice versa* without an intervening cable, and proposes to do the same between Dieppe and Newhaven, a distance of sixty miles, just double that between Dover and Boulogne. He sees no difficulty in telegraphing between the American continent and Europe by aerial telegraphy. The poles or spires employed for sending off and receiving the electric wave may have to be eleven or even fifteen hundred feet high; no great matter considering that an economy will be effected by dispensing with the costly and precarious sub-marine cable. The moderate sum of £300 was sufficient to cover the cost of the arrangements to establish communication between Dover and Boulogne. Very little more would suffice to transmit messages over double the distance. As improvements are effected it has been found possible to reduce the height of the poles, the hundred and forty feet required for communicating across the eighteen miles between the Isle of Wight and the mainland being now reduced to fifty feet. Lord Kelvin predicts the splendid success of the system for many practical purposes. The experiments between Dover and Boulogne were made in the presence of French military and naval officers who took the greatest interest in the working of the apparatus, and were satisfied that wireless telegraphy would be of immense benefit to the French Navy. The Minister of Marine has ordered the apparatus for some ships, and it is expected that it will be largely utilised by the French Government. The English Admiralty are introducing it in connection with light-houses, and the War Office has taken considerable interest in the system, as have several of the Continental Governments. It is obvious that an invention which can establish aerial communication between fortresses and camps, and between squadrons and headquarters, will be indispensable in military and naval operations in any future war. Signor Marconi hopes to develop the commercial side of the invention, and with this view he will probably visit the United States in the autumn to establish communication by his system between different towns. He has already obtained several commissions for this work in the States. Professor Sylvanus Thompson is satisfied that it is possible to establish communication across space with either the Cape, India, or Australia by conduction or induction at far less cost than that of a connecting submarine cable. He proposed nine years ago to establish telegraphic communication between England and the Cape, if the sum of £10,000 were forthcoming to establish the necessary basal circuits between the two countries and the instruments for creating the currents. The proposal was considered too visionary, but such an achievement is quite feasible. He gave as an example of what electric currents can do, what happened in England ten years ago when one of the dynamos of the Ferranti electric lighting station in London accidentally became deranged and made connection with the earth. The whole of the telegraph and the signal-boxes at the railways in South London were at once thrown out of order and the currents flowing in the earth were perceived in the telegraph instruments as far north as Leicester and as far south as Paris. It seems a reasonable deduction that if this could occur through a mere accident, it would be quite possible, with proper arrangements, to transmit signals from one part of the globe to another by conductors through earth or water. Many experiments have proved the possibilty of transmitting signals through the earth. The success of Signor Marconi's across Channel experiment is the natural result of the development of the principles propounded by Hertz.

Professor Thompson, like others before him, reminds us that the term, wireless telegraphy, convenient as it is, is a misnomer. Signals can be sent for one or two yards without wires, but to telegraph any distance, wire must be used for the base line. With base lines or base areas, and batteries or dynamos to throw electric energy into the transmitting system with suitable instruments to pick up and translate the signals, it is, in the Professor's opinion, possible to develop three methods for signalling across space—conduction, induction and wave. If this prospect be realised, as seems highly probable, the outlook for the investors of scores of millions in sub-marine cables cannot be reassuring. The electric wave can be sent from one country to another, from one continent to another, independent of storm, hail, rain or snow without any thought of insulation. Mr. Henniker Heaton's idea of sixpence a word for telegram between England and India would be more than realised. Even a charge of a penny per word may be sufficient when all that is required is a basic line of one or two thousand feet of wire on an English cliff and another of similar length on our Western Ghats. Steamers will be able to signal their whereabouts while still fifty or a hundred miles from Bombay. The foreign commerce of India will be relieved of nearly the whole of the three-quarter per cent. which the merchants complain they have now to pay for telegraphic messages. The expeditions beyond the frontier will be no longer dependent on the efforts of the Telegraph Department to set up and maintain the orthodox wires; earth or air will carry the news of their success or their difficulties. The so-called wireless telegraphy will be as great an improvement on the present system, as that was on the penny post. The new system is simplicity itself, and Signor Marconi claims that the cost is infinitesimal as compared with cable messages. The whole of the apparatus on the South Foreland, by which the communication with Boulogne was carried on, stood upon a small table, three feet square, in the centre of a little room on the cliffs overlooking the Channel. Under the table were fifty primary cells that generated the current, and on the centre of the table was the induction coil provided with the accessories required for the transmission of the message. On the pressure of a key, a strong electric spark, three-quarters of an inch in length, rushed from one knob to another and escaped into space off the hundred and fifty feet pole outside the building. The discharge was instantaneously recorded by the receiving instrument at Wimereux, two miles from Boulogne. The same apparatus had been used for the transmission of messages to the Goldwin Lightship. The distance across the Channel being more than three times as great, it was necessary to increase the height of the pole, or strengthen the battery. The messages came from Boulogne, sharp and distinct, entirely unaffected by the thick haze that obscured the Channel. On the previous day there had been a heavy storm, which had no effect whatever on the current. By universal consent the experiment was completely successful.

However great the potentialities of the Marconi system be, it would be a mistake to expect that it will at once supersede that which has been built up in the last fifty years. Vested interests have to be taken into account. The inventor himself acknowledges that he has further developments in view, an admission that his method is not yet complete. For certain purposes, it can successfully compete with the existing system. Signalling from ship to ship and from ship to shore, it can transmit messages across the Channel without the intervention of a cable, but it is not yet clear that it can transmit a message from London to Paris. Until it can do that the ordinary telegraph will have to be employed between Boulogne and Paris and between Dover and London, involving a delay of two breaks in the transmission. The delay would be fatal, increasing the cost and also the chance of error. Lord Kelvin refers to the fact that while the system works excellently over the sea, it is not quite so satisfactory for any distance on land. Improvements, no doubt, will be effected, but at present the land wires, over which many messages can be transmitted simultaneously, will not be superseded by the wireless telegraphy. The English General Post Office, which has a monopoly of the telegraph in England, is carefully observing the new system. For the time being, there is no question of discarding the existing wires, nor can anyone set up a wireless system on his own account, nor transmit messages without using the Post Office wires. The Post Office monopoly prohibits the use of electricity for the transmission of messages with or without wires. As the Government has invested several millions of the public money in the purchase and development of the present system, it will be in no hurry to discard it. Signor Marconi must look to the future for his reward, which assuredly will be great.

THE city mortuary statistics give the week's total deaths at 1,503 up to Tuesday last, equivalent to a death-rate of 92·70 per annum per thousand, a further decrease of 193 on the week and of 791 as compared with the first week of the current month. Fatal plague cases are put down at 545, half the number recorded at the beginning of April. Under measles 75 cases only are shown as compared with 117 last week—a fact which tends to show that the two epidemics will disappear together. Unfortunately small-pox shows a tendency to spread, and numerous cases have been admitted into the Arthur Road Hospital. Phthisis is shown to be incredibly fatal; so also are diseases of the respiratory organs. Colonel Weir's instructive tables, which have been stopped for some unexplained reason, would have furnished an instructive comparison on the point and given us some approximate idea of the true state of the public health. Without them the reports as issued can only be taken for what they are worth. It is not possible now to arrive at anything like a correct idea of the number of plague cases, or to follow the preventive work of divisional officers. But we may safely take it that behind the screens of phthisis, affections of the respiratory system, measles, diarrhœa, dysentery and even debility, are hidden at least four hundred fatal plague cases more than are plainly set forward. Instead of 545 plague deaths there were more probably 945, the balance having been successfully concealed. It is too soon yet to congratulate ourselves on the disappearance of the pest, notwithstanding that the improvement is undoubtedly great. The highest number admitted this week is 59 in the Byculla section, Parel coming next with 45, the decrease being proportionate in all wards. Upper Colaba and the Southern division of the Fort are still the only localities free of fatal cases. The mofussil returns show a gradual diminution in attacks, consequent no doubt upon more general resort to inoculation. The towns of the Southern division more than anywhere else have recognised the advantages of inoculation. Bombay city is far behind Dharwar, Hubli, Gadag, or Satara in the proportion of inoculation to population.

THE report on the administration of the North-West Provinces and Oudh shows that during the year 1897-98 the effects of the famine of the previous year were severely felt by the people. The harvest in the period under notice was unusually favourable, but at different times during the first six months there were over a million persons employed on relief-works, on which the total expenditure is Rs. 2,17,00,000. The scarcity of fodder and water caused disease to be rife amongst cattle, and prices rose to an unprecedented rate. One satisfactory feature recorded is the partial recovery of the trade with Thibet and Nepal, which business suffered seriously the previous year. Increased commerce means an increased railway revenue, and the total value of rail-borne commerce exceeded the figures of the previous year by thirty-nine lakhs. During the year the system of District Board finance was reorganized. Hitherto Boards had merely administered funds placed at their disposal in departmental budgets, and there were no separate accounts carrying forward balances for each district; but the local Government has now sanctioned the formation of separate district funds, and the Boards have the right of carrying forward their balances from year to year. To start the scheme, working balances have been allotted to each Board, amounting altogether to a sum of four lakhs, which was made over as a special grant by the Imperial to the Provincial Government. District Boards which are not self-supporting receive subventions from Provincial Revenue, while those which possess surpluses have to contribute to the Provincial Government for the cost of services rendered, or of works of utility in the districts which cannot be placed under the administration of the Boards. Of the thirty lakhs of land revenue outstanding only fourteen lakhs were collected, and the remission of sixty-four lakhs by Government has been caused by scarcity. In regard to land tenure and disputes, it is gratifying to know that litigation is not so rife as it has been in previous years.

THE three remaining extra pensions due to the Indian Medical Service officers this year, have been allotted to Lieutenant-Colonels D. N. Martin, Bengal, E. Fawcet, Madras, and C. T. Peters, Bombay, from the date each officer retires.

THE Hon. Mr. Justice Russell delivered judgment at the High Court, yesterday, in the suit in which the Bombay and Persian Steam Navigation Company, the owners of the s. s. Naseri, sought to recover a sum of Rs. 1,00,000 for salvage services rendered on the 13th August, 1898, to the s. s. Cashmere, belonging to Mr. Hajee Cassum. His lordship held that the sum of Rs. 5,000 paid into court by the defendant for the owners of the Naseri, and Rs. 2,257 for the crew, was sufficient. His lordship awarded Rs. 5,257 in regard to the cargo and allocated the amount as follows:—Rs. 3,622 to go to the owners of the Naseri, and Rs. 1,635 to the crew, or a total of Rs. 8,622 to the owners of the Naseri, and a total of Rs. 3,892 to the crew. His lordship was of opinion that the amount paid into court was sufficient to cover all the charges which the plaintiffs might have been put to in assisting the Cashmere. The plaintiffs would be entitled to their costs down to the payment into court by the defendant.

SECOND LIEUTENANT H. FEIN, Bombay Volunteer Rifles, is transferred to the Unattached List.

LIEUTENANT L. B. H. HAWORTH, I.S.C., has been appointed on plague duty in Bombay City.

MR. J. E. O'CONOR, Director-General of Statistics, is expected to reach Simla on Wednesday.

SIR A. TREVOR leaves Simla on Wednesday morning, and takes the mail steamer home on Saturday next.

MR. W. E. YOUNG has been appointed to act as Marriage Registrar during the absence of Mr. E. Wilkin on leave.

MR. A. G. WRIGHT, M.A., has been appointed Principal of Elphinstone High School, and Mr. C. J. W. Mayne, B.A., as Headmaster of Poona High School.

RAIN fell for three hours in Bombay, yesterday, and the Meteorological Reporter for Western India says more rain is probable.

THE outturn of opium in the North-West Provinces so far gives excellent results.

THE Royal Indian Marine steamer Elphinstone, Lieutenant A. W. MacArthur, sailed yesterday, for Aden with 45 details and 1 private follower.

MR. C. PERRIN, Sanitary Engineer to Government, North-West Provinces and Oudh, has asked permission to retire from the service of Government.

THE earnings of the East Indian Railway for the current year up to April 8th show an increase of 3 1-2 lakhs compared with the corresponding period of 1898.

MR. HARRINGTON, the Engineer-in-Chief of the Simla-Kalka Railway project, was to leave Simla for Rawalpindi on Wednesday, but returns again before leaving for England.

THE Meteorological report last received states that "there are signs of a radical change of weather in Northern India, where the usual hot westerly winds will probably shortly appear."

THE weather in the Murree hills has been unusually cold, stormy and wet, so much so that not a few who were on the eve of moving up from the Punjab plains have postponed their departure.

THE sale of Bengal opium and twelve months' pass duty on opium exported from Bombay to the end of March last realised Rs. 1,32,89,500, which was Rs. 4,49,500 better than the estimate.

THE Calcutta plague returns for Sunday show a gratifying decline. There were 11 deaths from plague and the same number of fresh cases. The deaths from suspected plague were eight, the total mortality being 82.

THE assay value of the coin and bullion received in the mints at Calcutta and Bombay during the month of February last was Rs. 64,61,000, but of this sum no less than Rs. 61,31,000 represent bullion received for the coinage of British dollars.

MR. A. H. FRASER, Home Secretary, has joined the Central Committee of the Dufferin Fund, which needed reinforcement, as owing to numerous changes in high places recently there were left only two members of the Committee to support Lady Curzon at Simla.

THE man Gobardhana was placed on his trial before the Sessions Judge of Agra, on Monday, on a charge of murdering a police constable on January 14th. The accused pleaded not guilty and the two native assessors disagreed. Judgment was reserved. The accused has been finally sentenced to death.

A KANDEISH telegram, dated April 20, says:—a police sowar encountered Bhikia Shrawan, the notorious Bhil dacoit. He was armed with a sword and stick, and after a desperate tussle the sowar shot the dacoit in the arm and arrested him. He has been the terror of the district for a long time past.

A TELEGRAM, dated Colombo, April 20, says:—The s. s. Thruscoe, owned by Messrs. Bennett and Co., has gone ashore on a reef off Minicory. The crew are all reported to be safe. The Thruscoe was on a voyage from Akyab to Amsterdam. The Board of Trade s. s. Ceylon leaves for Minicory to render whatever assistance may be necessary.

THE "Pioneer" says:—"The next 24th May will be remarkable as her Majesty's eightieth birthday. The Bishop of Calcutta, we believe, proposes to signalise the occasion by special services in the churches throughout his diocese, and it would not be surprising if Lord Curzon contrived some special manner of marking the day over and above the usual observance."

MR. L. K. LAWRIE of the Central Provinces Commission, as we recently mentioned, is going home on furlough, and will be succeeded in charge of the Nerbudda Division by Mr. F. A. Phillips. The Nagpur Division will also be temporarily vacant shortly by the departure of Mr. W. A. Nedham. Mr. Carey, Settlement Commissioner, acts for Mr. Nedham, and Mr. R. Craddock for Mr. Carey.

THE Benares-Ghazipore section of the Ganges-Gogra Doab line has stopped working owing to the breakdown of a temporary bridge over the Berna river. A heavy traffic of opium to the Ghazipore depot is now pouring in from all districts of the circle, and consequently the dislocated and district agents have received orders to send all consignments round *vid* Patna.

FROM the 8th to the 14th instant, no Europeans, 6 East Indians, 13 Native Christians, 254 Hindus and 37 Mahomedans died within the Municipal limits of Madras, making a total of 310, the death-rate being 35·6, and the mean for the ten previous years being 35·1. The deaths are thus classified:—Plague nil, choleral nil, small-pox 3, measles 11, fevers 66, dysentry 53, diarrhœa 8, and other causes 169.

A COMMUNIQUE issued from the Private Secretary's Office announces that "His Excellency the Viceroy, in pursuance of the desire to which he has given public expression to make himself familiar with the working of the railway system in India, proposes to take charge of the Public Works Department during the interval that will elapse between the forthcoming departure on leave of Sir Arthur Trevor, and the arrival at Simla of Colonel Gardiner, R. E., early in June."

THE proposal for creating a Sirhind Cantonment Magistracy, to include in one charge the stations of Kussowlie, Sabathu, Solon and Dagshai, has been definitely sanctioned. The officer selected for the new post is, we understand, Colonel A. Montgomery, an officer of standing and experience in the Punjab Commission, and it may be hoped that the result of placing these sanitaria in the hands of a single responsible authority will appear in the shape of dwindling hospital returns and a reversion to the state of healthiness which they used to, and ought to, enjoy.

A propos of the salvage case decided yesterday in the Bombay Courts in which the owners of the Naseri claim one lakh of rupees for assistance rendered to the Cashmere, a similar case was decided before Mr. Justice Bucknill and the Trinity House Masters on March 28th, when the owners, master and crew of the West Hartlepool steamer Wilviston, put in a claim for salvage for having, after arduous work, towed the Cunard Liner Pavonia to St. Michael's. The judge said the services were well rendered, under circumstances which will be fresh in every one's recollection, and demanded substantial recognition. He awarded in all £5,000.

THE breeze in the North British Railway Company has led, temporarily at least, Lord Elgin's disappearance from the Board of Direction. Another Anglo-Indian of high rank has lost his chairmanship, though not without hitting hard at Mr. Grierson, to whose animadversions his lordship's retirements is partly due. As Lord William Hay the present Marquess of Tweeddale was well known in India, where he was Deputy Commissioner of Simla, and did excellent service during the troubles of Fifty-Seven. The Marquess gave a hint of his old fighting quality in parting with the chairmanship.

IN connection with the Calcutta Central Railway scheme, says a local paper, Messrs. Martin and Co., have executed a drawing showing what Burra Bazar would look like if the proposed railway were carried out. The general aspect reminds one rather of Ludgate Hill, or of crossing the Clyde into Glasgow. The street ("Woodburn Avenue") as portrayed in the sketch is a hundred feet wide, the railway (provided with four lines of rails, two for goods and two for passengers) being carried on elevated girders down the centre. Burra Bazar seems transformed. Instead of narrow, uneven pavements and rickety buildings we have a fine, imposing thoroughfare, with buildings comparable with the best of those in the Strand.

THE total number of deaths registered in Bombay during the week ending April 18, was 1,503, giving a death-rate of 92·70 per annum per thousand as against 75·04 the corresponding period of last year, and 47·52 the average over the past five years. Of the total number 102 died from fevers; 545, plague; 9, small-pox; 75, measles; 3, cholera; 2 leprosy; 120, phthisis; 65, diseases of the nervous system; 168, affections of the respiratory organs; 57, diarrhœa; 41, dysentery; 38, still-born; 32, old age and debility; 12, accidents and violence. The classified list of deaths shows:—Jain, 37; Brahmin, 41; Lingaet, 2; Bhattia, 7; Hindu of other caste, 891; Hindu outcaste, 141; Musalman, 302; Parsee, 38; Jew, 4; Native Christian, 25; Eurasian, 9; European, 5; Negro-African, 1. The total number of births was 171 as against 123 the corresponding period of last year, and 195 the average over the past five years.

THE total number of tea gardens in the province of Bengal during last year, was 520, against 483 in the previous year, the principal increase being in the Jalpaiguri district. The total area under tea amounted to 128,067 acres, an increase of 22,360 acres. Of this 102,204 acres were under mature and 25,863 under immature plants. The total number of lbs. of leaf manufactured was about two million lbs. more than that of the year preceding. The industry gives employment to about 127 thousand persons, an addition of about 40 thousand having been made to the labour force employed in the previous year. The majority of the gardens are in the Darjiling and Jalpaiguri districts, and considerable extensions of cultivation were made in the latter district, 40 new gardens being added to the arena of competition. The year was not a favourable one for the industry, the deficient rainfall at the commencement of the season causing a decrease in the yield per acre.

WHEN last heard of Captains Davies and Ryder and Messrs. Watts-Jones, Turner and Ker, representatives of the Yunnan Company, had arrived at Yunnansen after prolonged surveys of southern and south-western Yunnan. Mr. Watts-Jones claims that he has discovered a good route for a railway from Yungchang "*via*" Mongkyeng to Yinchen, which is near Shunniegfu, and Saunning can be reached from the Kunlon ferry by railway without very great difficulty. It would thus seem that after all no insuperable physical obstacle bars the way to the linking up of the Burma railways with the heart of Yunnan. The results of the survey of the party coming from Shanghai under Captain Pottinger are not yet known; but it is expected they have met Captain Davies's party before now. Not only have these explorers and surveyors been busy, but much valuable work has been done by officers of the Boundary Commission. Brigadier Lin, the Chinese Commissioner, permitted our officers to go where they pleased, and they have made excellent use of the privilege. Thus Captain Walker, Intelligence Officer with the Commission made a very fine march from the frontier which enabled him to map out the country up to the road through Momein, Yungchang and Talifu. At the close of the present season, therefore, there will be little of south-western Yunnan unmapped by our officers, and much will have been added to our knowledge of central and southern Yunnan.

MISS E. M. MERRICK seems, on the whole, to have had a pleasant as well as a profitable time in India, writes a contemporary. She has recently brought out a book on her experiences as a portrait painter in the East, and some of them seem to have been sufficiently amusing. She went in for painting Begums and Maharanis, for the most part, but now and then she secured a Maharaja much to the disgust of the ladies of His highness's establishment. On one occasion, while she was being sat to by a Maharaja, the "Zenanese," as a well-informed sub-editor once called them, resented her presence in the following manner. "They threw stones at me when I arrived in the morning," says Miss Merrick, "flattened their noses against my window, putting their tongues out, and sometimes six or eight would crowd into the small room where I was painting, smearing my painting, and making grimaces and giggling, and nothing would induce them to leave." Another time she was affronted, quite unintentionally, by an old Maharani who had spent hours in learning a sentence which was intended to convey a polite farewell. "Get out of this house, woman," said her Highness in the most suave and gentle manner. It was, it seems, the first sentence in the Maharani's book of "polite speeches"!

MR. JOSEPH ROWNTREE and Mr. Arthur Sherwell have written a book on a question which has often been described as lying at the root of social reform, the Temperance question. "The Temperance Problem and Social Reform," as the new book is called, is to be published almost immediately by Messrs. Hodder and Stoughton. The same publishers are about to issue "The Romance of Elissavet," by Mrs. W. M. Ramsay, whose "Everyday Life in Turkey" is one of the most charming books of its class. The authoress is the wife of Professor Ramsey, the distinguished writer on the archæology of Asia Minor.

THOSE who have read Mr. Lionel Decle's "Three Years in South Africa" will look forward with interest to his forthcoming book on life in a French cavalry regiment. Though the work of a Frenchman, the former was written in English. Mr. Decle has become a naturalized Englishman. His new book, "Trooper No. 3809," is in English, and will doubtless soon appear in a French translation. M. Gohier has given us a description—and revelation—of one side of the French military system. Mr. Lionel Decle deals with the subject in a specially intimate manner. His book is the record of his own experience of nearly two years in a dragoon regiment. The everyday life of officers, non-commissioned officers and men is pictured fully and minutely. The book, which is in one volume, is illustrated.

TELEGRAMS.

[REUTER'S TELEGRAMS.]

THE BRITISH OCCUPATION OF KOWLOON.

LONDON, APRIL 19.

The troops have returned to Hongkong from Kowloon, the Chinese making no further sign of resistance.

AUSTRALIAN FEDERATION.

The New South Wales Legislative Council has passed the Federation Bill.

THE CAMPAIGN IN THE PHILIPPINES.

General Otis is arranging to send home gradually the American Volunteers serving in the Philippines.

A ship's boat from the American gunboat Yorktown with an officer and fourteen men fell into an ambush at Luzon and all were captured by the Filipinos.

CABLE CHARGES TO INDIA.

A large meeting of members of the House of Commons is to be held next Tuesday to consider the question of cable charges to India and Ceylon.

AMERICAN TROOPS FOR THE PHILIPPINES.

APRIL 20.

Orders have been issued at Washington for the despatch of 14,000 troops of the regular army to Manila as soon as transports can be got ready for their conveyance.

THE DUKE OF DEVONSHIRE ON IMPERIAL POLICY.

The Duke of Devonshire, speaking at a meeting of the London Chamber of Commerce, said the Government has no desire to precipitate a crises in China, but endeavours to secure a due share of the unoccupied parts of the world.

It was, said his Grace, the desire of the Government to draw closer the ties between the Colonies and Britain, hence the paramount duty to make the Army and Navy strong enough to defend not only Great Britain, but her colonies and foreign possessions.

PRIMROSE DAY.

At the annual Primrose League demonstration, yesterday, Mr. Balfour defended the financial proposals of the Chancellor of the Exchequer.

THE MAILS.

SUEZ, APRIL 20.

The P. and O. Company's s. s. Himalaya, with the outward mails of the 14th instant, left here, at 5 a.m., to-day.

ADEN, APRIL 20.

The P. and O. Company's s. s. Clyde, with the homeward mails of the 15th instant, arrived here, at noon, to-day.

SMART ATTACK ON A GANG OF DACOITS.

TEN KILLED AND SIXTEEN WOUNDED.

THE LEADER AND THIRTY-EIGHT MEN CAPTURED.

SIMLA, APRIL 20.

A party of 100 Sowars of the 1st Lancers Hyderabad Contingent, under Captain Humphrey, proceeded from Mominabad, on the 10th instant, in aid of the civil power, against dacoits.

On the 14th, at Borked, ten miles east of Bir, the party attacked a band of 90 dacoits under Dhoudi and Moogia, capturing Dhoudi, killing 10, wounding 16, and capturing 38 of the band.

One Sowar was severely wounded.

The party returned to Bir the same day.

THE SECUNDERABAD COMMAND.

Lieutenant-Colonel Deering, Cheshire Regiment, now officiating in command of Secunderabad District, vice General Tucker, on privilege leave, will be placed on half-pay on 14th May, when the Secunderabad Command will devolve upon Lieutenant-Colonel Wolseley Jenkins, 19th Hussars.

APPOINTMENTS, &c.

Mr. C. J. Uele is confirmed as Under-Secretary to the Government of India, Public Works Department.

Mr. J. I. R. Dempster, Superintending Engineer, Punjab, retires with effect from the 16th instant; Mr. W. P. Brodie officiating as Superintending Engineer, with temporary rank in the third class.

Captain Anderson, lately Surgeon Naturalist, Indian Marine steamer Investigator, is posted for Civil Employ in Bengal.

PLAGUE IN CALCUTTA.

CALCUTTA, APRIL 20,

The were eight fresh cases and eleven deaths from plague on Wednesday, and nine suspected cases, all of which proved fatal.

The total mortality was 64 against the quinquennial average of 75.

The totals to date from 14th April, 1898, are 1,122 seizures, and 999 deaths.

THE COUNT OF TURIN'S SHIKAR ADVENTURES.

SECUNDERABAD, APRIL 20.

A sensational incident characterized the Count of Turin's shikar in the Hyderabad jungles. A tigress in coming along first scattered the beaters, and then deliberately made for the tree on which the Count and Mr. Furdoonjee Jamshedjee were perched. The Count missed fire, when with a roar the tigress sprang at the "machan," which was luckily shielded by a branch of the tree. Before a second spring could be made, Mr. Furdoonjee levelled the beast, which was of unusually large proportions.

The Count and party returned from the shooting camp this morning "en route" for Europe. One tiger, one tigress, and one cub killed, and two cubs captured, is the bag.

BURMO-CHINESE FRONTIER COMMISSION.

RANGOON, APRIL 20.

The *Rangoon Gazette* says :—News from the northern party of the Burmo-Chinese Boundary Commission who were at the end of last month at Mengpeng, east of Puhu Shan, states that after a successful march through China the demarcation of Kokong, the last section of the boundary, was commenced, and will be completed during the current month, as not much difficulty is expected in connection therewith.

The northern boundary of the State has already been settled, and as the boundary then follows the river, there is not likely to be the least chance of disagreement until the south is reached, when matters will be somewhat complicated. It is here that our party will meet Captain Johnson, who has been in command of the post at Tawnio for the past two years.

The southern party have not been so fortunate. The Chinese officials in charge being models of orthodox Chinese diplomacy, there is every likelihood that the Kenbung section will not be settled this season.

VI.

SCENES IN THE HOUSE.

THE foregoing description of the manners and customs of the House may be appropriately followed by some notice of scenes within the Chamber, which I have myself witnessed.

Some instances of disquietude, of wild and violent conduct, of disorder and indiscipline, of noisiness almost amounting to disturbance, have always occurred and do still occur occasionally or casually. Such events, being duly chronicled in the Press, impress the public memory and are long remembered, while the quiet and peaceful course remains unnoticed and never presents itself to the mind. Whatever may fairly be said against the demeanour of the House, the general characteristics are quietude, punctilio, courtesy inside the Chamber.

When the questions begin, as already mentioned, early in the afternoon, even on the quietest days some animation will arise. If the questioner be not satisfied he will press the Minister for further explanation, some kind of argument will be attempted, cries of "order" will be heard, some breeze may spring up, the wind may freshen, and the Speaker may have to intervene. Indeed small scenes are not infrequent at this stage. It is very amusing to watch the storm begin, the clouds arise and spread over the Chamber while the air becomes rapidly charged with electricity. When questions are over the big business comes on and a full dress-debate is set up At this hour, which is ordinarily the best, a leading speaker, either a Minister or an Opposition chief, will lead the way. There will usually be a reply; and the attack and defence together will be the principal episode for the earlier part of the sitting. Hitherto the green benches will have been well filled or crowded, eager faces on either side of the Chamber with cheers and counter cheers, sudden interruptions to allow of personal explanation or to correct unintentional misrepresentation of what had been said. Then, after the strain of attention for nearly two hours, there will be a rush of members leaving the House so that the succeeding speaker can hardly obtain any hearing at all. When the exodus shall have sufficiently subsided, a speaker of the second or third rank will rise. The speeches become shorter and of less and less consequence as the dinner hour approaches. After an interval of half an hour the debate is resumed, and either lags, or lacks in importance, till ten o'clock. Then it gains strength every quarter of an hour up to eleven when a critical stage is reached. If the contest is drawing near to its close, the most conclusive speeches by leaders on either side will be delivered between this hour and a few minutes before twelve when the Division will take place. After well nigh every sentence of an able and effective speech there will be a kind of running commentary from friend and foe, with an accompaniment, like a chorus, breathing the spirit and sentiment of the hearers.

HOUSE OF COMMONS CHEERING.

The management of the cheering in the Chamber forms a sort of science. The Parliamentary cheer consists of the words, "hear, hear,"—no applause, that is by clapping of hands, is allowed. The cheer from a single member is not infrequent, but has not significance unless it comes from some leading personage. It is the cheering in chorus, like one mind and one voice from a number of persons, that forms the demonstration. This is often managed by a tacit concensus, but more often arises from an impulse stirring a body of men all at the same moment from words that have been uttered. The tone of the cheering then varies according to the temper of those who cheer, exactly in unison with their mood and sentiment at the moment. First, there is the generous, full-voiced cheer of genuine approval or satisfaction, hearty, resounding, full of encouragement, rising up to the roof of the Chamber and awakening the echoes. There is next the low subdued cheer, gradually spreading along the green benches, indicating the deep seated agreement which does not seek vociferous or hilarious expression; this is used either on solemn occasions or at moments of pathos, or in acknowledgment of some concession or confession on the part of an opponent. Then there is the ironical cheering; which cannot be described but must be heard in order to be appreciated; the tone of sarcasm is always unmistakeable; generally it is the cruel greeting given to an argument or a statement by an opponent, for the formal denying of which there may not be an opportunity. So far it is bitterly hostile; but sometimes good humoured enough, when applied to an opponent who has unwittingly uttered some thing that damages his own case. As an intensification there is the sarcastic cheer which is still sharper and more incisive, this again must be heard to be realised, it cannot be described. In days when the younger Conservatives thought that Mr. Gladstone tried to overbear them by his superior position and experience, in furtherance of a policy which they hated, they used to apply this sort of cheering, and it must have had a disconcerting effect. Supplementary to cheering there is laughter. This is often used for the same purposes as those to which ironical cheering is applicable. A statement made by an opponent with pompous solemnity is often disconcerted by these simple means. Apart from this the House is always in a merry mood; and a little laughter enlivens the Assembly if the debate is dull, or relaxes the strain of attention if there be excitement. The slightest slip of the tongue on the part of any speaker at any moment is the signal for merriment.

But whenever the debate approaches a crisis, or a definitely momentous decision, all the members without exception feel the most acute interest. This naturally leads to scenes, some of which are grand and honourable—while some again are not creditable to those concerned, being turbulent or flagrantly obstructive, or even tending to violence.

AN HISTORIC SCENE.

The first of these scenes was early in 1886, when the Conservative Government was defeated by the newly elected House just before midnight. It was received with comparative quietude. The Conservatives had for some hours known what was coming. The Liberals too were by no means triumphant, not knowing how they would fare with their Irish allies by whose help alone the victory had been won. But the Irish Nationalist party, assembled in their full numbers for the first time, and just finding their strength, cheered vociferously with much noisy demonstrations; giving us all a foretaste of what was to be expected of them. In the summer of the same year there was a fine scene, which ought to be historic, when Mr. Gladstone's Government was defeated on his first Home Rule Bill, after an immense debate extending over many weeks, with ceaseless fluctuations of hope and fear on both sides; the full truth was not known by either party till the numbers were announced from the Chair amidst dead silence. Then the pent up excitement burst forth. The Conservatives on one side of the House rose in a body from their seats, cheering lustily and waving their hats. As they sat down together the Liberal Unionists on the other side of the House rose similarly to salute their Conservative allies, cheering and waiving their hats. So far the demonstrations had been measured, stately and sonorous. Now it was the turn for the Irish Nationalist party. They rose up tumultuously and cried out. "Three cheers for the Grand Old Man," which salutation was accordingly accorded in the forms usual in many public gatherings. This ceremony was followed by vituperation almost hissed out against the Liberal Unionist leaders. No notice was taken as the House did not wish to press upon those who were smarting under defeat.

LORD RANDOLPH CHURCHILL'S RESIGNATION.

The next episode was early in 1887, when Lord Randolph Churchill rose to make a personal explanation as to his resignation which had so surprised his party. A dense fog had penetrated the Chamber, and as he stood to speak, his thin wiry figure loomed in mistiness. He was received with some cheers but sat down in silence;—he who on concluding great speeches had been followed by long sustained and oft repeated cheering. His last words were that he appealed to the Cæsar outside the House, an appeal that was not answered.

In the summer of that year the Irish Nationalists so protracted the debates on the Committee Stage of the Irish Crimes Bill that the "guillotine" process, as it was called, had to be adopted, by a special order of the House proposed beforehand and passed after debate; that is to say, at ten o'clock on the 17th June, all the clauses not passed up to that hour were to be summarily put to the vote. On that day the House presented the beehive aspect, which is always seen when some event is impending. The hours of debate glided along till half-past nine when Sir Charles Russell rose to say the last word for the Bill. His cutting and telling remarks were received by the Conservatives with ironical cheers, and he was pointing at them with quivering forefinger, when the first stroke of ten was heard from the big clock of the Clock tower. At this moment all our listening ears caught it. In a silent Chamber the Irish Nationalists rose in a body—we feared disturbance; but no, they were only leaving the House in mute protest. Then the Bill passed its stage quietly

On the other hand some regrettable scenes have occurred. In the spring of 1887, it was a part of the Irish tactics to prevent the Irish Crimes Bill being introduced before Easter. To this end they desired to obstruct Supply which the Government were equally determined to pass. They supplied relays of members to sustain the talking through all the hours of the night. Unfortunately the Government had not enough men at those unusual hours for enforcing the closure—a statutory number being at that time required. So the Whips were obliged to send for men from their homes in the fashionable squares of London. Many men came from their beds back to their places and the closure was applied. But when one point was closed another one was taken up and so forth. So the dawn glimmered in the lighted Chamber, and then grey daylight streamed in, but the debate went on till breakfast time. By that time more men came in. The Government force waxed, that of the Opposition waned; by one o'clock the Opposition yielded, and the Supply passed.

A REGRETTABLE SCENE.

In August, 1893, a grave case occurred. In justice to the House, however, it must be said that the case arose and ended about a point of order which after all was successfully vindicated. The guillotine process was being applied by Mr. Gladstone's Government for passing one of the stages of his second Home Rule Bill, and the House was angrily excited. As the fateful stroke of the clock began which would stop debate, Mr. Chamberlain was speaking. As he sat down a violent expression against him was distinctly heard from a member on the Irish Benches. His Conservative allies were resolved to prosecute this, and appealed to the Chairman of Committees, who was then in the Chair. He, however, did not see fit to interfere, and proceeded with the division which was then impending. Thereon the Conservatives demanded that their appeal should be referred to the Speaker; and till this was done they refused to go to the division. They calmly kept their seats with folded arms and hats on. Meanwhile the Liberal members all left their seats and proceeded to the Division lobby, followed by the Irish Nationalists. While the Conservatives thus were on their seats, a Liberal member came up to them and remonstrated, sitting on the very seat usually occupied by their leader. He was pushed away, very slightly however. This appearance of an incipient scuffle instantly brought back a number of Irish members who were standing near the door of the House, and who rushed up. This brought in another stream of members to see what was the matter. Thus with the swaying to and fro among high backed benches, not suited for such movements, there was for some moments a dangerous crush, in the midst of which one Irish Nationalist was struck by an Irishman of the Conservative party. Order was immediately restored, the Speaker was called to the Chair, and the Conservatives laid their appeal against the member who had used the expression regarding Mr. Chamberlain and who accordingly withdrew it with due apology. The House then proceeded to the Division. I happened to be sitting right in the centre of this Parliamentary cyclone. The first scuffle, very slight, began no doubt with the English; had they been alone there would never have been a disturbance; but the Irish were at hand and they instinctively fermented the trouble, and introduced what was called a Donnybrook element into the affair.

Most of the episodes in Mr. Gladstone's Parliamentary course were accompanied by striking scenes—as, for instance, when he introduced his first and then his second Home Rule Bill, the Chamber itself being so crowded, even in its galleries, that extra seats had to be placed on the floor of the House, when the Lords were so anxious to get seats in their gallery that there was, in the phrase of the day, "an ugly rush of Peers" to find place—when, as the Bill was just passing the Commons in order to go to its death in the Lords, Mr. Gladstone pointed with outstretched forefinger to the Conservative benches and said that never in his long career had he met with such relentless and unremitting opposition, whereon the Conservatives burst into cheers in acknowledgment of what they regarded as a testimony from their great opponent to their prowess in debate.

On a hundred occasions there was a dramatic vein in Mr. Parnell's sayings and doings, though it is hard to single out any one of these incidents. But when in 1886 he spoke his last word from his side for the first Home Rule Bill, in a densely crowded Chamber, his sarcasm on the English policy in Ireland, and his contemptuous description of the long continued failure of the British Government to rule that island, made up quite a climax of scorn and hate.

[ALL RIGHTS RESERVED.]

MUNICIPAL STANDING COMMITTEE.

DR. N. N. KATRAK presided at the weekly meeting of the Standing Committee of the Municipal Corporation, held yesterday afternoon, in the Municipal Council Hall. There were also present: Mr. Hartley Kennedy, Mr. T. W. Cuffe, the Hon. Mr. Fazulbhoy Visram, the Hon. Dr. Bhalchandra Krishna, Dr. Ismail Jan Mahomed, Dr. A. G. Vegas, Messrs. Mulji B. Barbhaya, K. N. Kabraji, K. N. Wadia, W. L. Harvey, the Municipal Commissioner, and M. N. Wadia, Municipal Secretary.

COMPASSIONATE ALLOWANCE.

The Committee considered the following letter from the Commissioner, dated the 14th instant:—"I have the honour to state that Mr. A. R. Dawes, who was serving as Inspector in the Health Departments died on the 9th March, 1898, from the effect of the accidental discharge of a revolver while assisting it, in the defence of the Grant Road Hospital, when it was attacked by the mob during the riots. Up to the time of his death he rendered pensionable service, aggregating 12 years 1 month and 11 days, for which, according to rules, his minor daughter is entitled to a compassionate allowance amounting to Rs. 2,221-7-3. As the charge is for the past year, I request the sanction of the Standing Committee and the Corporation to meet it from Surplus Cash Balance. The amount contributed by the deceased towards the Pension Fund is Rs. 641-14-7."

The necessary sanction was granted.

A NEW BURIAL-GROUND.

The Committee then considered report of the Sub-Committee on the subject of a separate burial-ground for the Khoja Isna Asharine sect. The report ran as follows:—The Sub-Committee appointed by the Standing Committee's resolution No. 121, dated the 5th April 1899, beg to report that in their opinion it is essential that the Khoja Isna Asharine sect, which was originally a very small sect, but has now increased and is still increasing, should have a site separate from other Khojas for burying their dead. The dead of the Khoja Isna Asharines are at present buried in the Mogul cemetery, but the Sub-Committee understand that it will be open to the Moguls to object at any time to such burials, and they think, therefore, that the Isna Asharine Khojas should be freed from this disability by being allowed a burial-ground of their own.

It was resolved, on the motion of Mr. Hartley Kennedy, seconded by the Hon'ble Dr. Bhalchandra Krishna, to forward the report to the Corporation with an intimation that the Standing Committee approved of the report, and that in their opinion it was essential that a separate burial-ground be provided for the Khoja Isna Asharine sect.

COAL CONTRACTS.

Some statements showing the consumption of coal in various departments of the Municipality being laid on the table, it was resolved, on the motion of the Hon. Mr. Fazulbhoy, to refer them to a sub-committee, consisting of Messrs. Cuffe, Mulji and Fazulbhoy, for the purpose of suggesting any modifications which might seem desirable in the present system of giving out the coal contracts.

The Committee, after transacting some other business, adjourned.

THE BOMBARDMENT OF APIA.

THE GERMANS ORDERED NOT TO INTERFERE.

THE trouble in Samoa has resulted in joint British and American action. In the dispute as to the succession to the throne England and America have in accordance with the decision of the arbitrator, the Lord Chief Justice, sustained the Malietoan claim, while Mataafa has been supported by Germany. It seems that at the moment it was announced that Germany had signified willingness to co-operate with the other two Powers, and there was no longer a danger of diplomatic rupture, the Mataafa chiefs were defying the treaty, and the British and American representatives at Samoa resolved to dismiss the provisional Government and the German Consul upholding it. Mataafa's men assembled in force and hemmed in the town of Apia.

Bombardment by the English and American war vessels followed. The Germans did not take part in the operations.

Reuter says only a brief official despatch concerning the renewal of the fighting in Samoa has so far been received in Berlin. It is dated Apia, March 20, and runs as follows: "The bombardment continues. In pursuance military orders many houses have been evacuated by the whites. The chiefs of the Tanu Party who had been exiled to other islands have been brought back to Upolu. The firearms and ammunition which were taken from Tanu's followers on January 2 have been returned to them."

It is officially understood that Germany positively ordered the commander of the "Falke" to refrain from any active movements.

A Reuter's telegram from Washington this morning states that the deepest interest attaches to the attitude of the Berlin Government. At first there was some apprehension of grave international complications ensuing, but no such gloomy view is now entertained, though it is reconised that the shedding of blood constitutes a very serious and delicate situation.

MINES AND MINERALS IN ASSAM.

THE Assam Railways and Trading Company have five coal mines, of which the principal ones are at Tikak, Upper Ledo and Ledo Valley, and the other two are situated at Namdang and Tirap; the two latter have only recently been commenced and are not yet developed to their full resources. During 1897-98 the company extracted 170,955 tons of coal from the mines at Ledo and Tikak, and 23,544 tons from the Namdang and Tirap grants. The Company has been steadily increasing its output of coal for the past five years, 100,000 tons being extracted in 1893-94; this in 1897-98 had risen to 197,000 tons, and the output for the succeeding year is estimated at 205,000 tons. The coal turned out from the mines, although small and soft, is now in general use for such purposes as the best Welsh coal is used, and is largely used for steam and smithy purposes and by railways, ocean and river steamers and tea, jute and other factories. The same Company extracted 222,077 gallons of mineral oil from their wells at Digboi, where the total number of wells which have been driven since the commencement of operations is 15, with depths varying from 720 to 1,030 feet; one of these was abandoned as no oil had been found, five ten wells are finished and yielding oil in varying quantities; the remaining four wells are in course of being drilled. The Company have a refinery erected at Margherita, and the experimental refining operations have been very satisfactory; a good quality of kerosine oil and first class parraffin with wax and small quantities of bye-products have been put on the markets or utilised by the Company. The wells of the Assam Oil Syndicate are not now being worked, but the concessions of the two concerns have recently been amalgamated, and with the importation of fresh capital, it is probable, that they will be worked on a much larger scale than has previously been the case. No new mining leases were issued by the Assam administration during last year, but licenses to prospect for coal over an area of four square miles, lying on either side of the Government road in the Mokochang Sub-Division of the Naga Hills district, were granted to a private individual. Lime quarries are also a source of revenue in Assam, but after the earthquake the important quarries of Sohbar Komora and Sheila could not be worked, owing to the closing of the Cherra Railway, and the blocking up of the Bogopan at the foot of the hills; the export of the commodity in consequence greatly decreased during last year.—*Capital.*

THE CITY MORTALITY.

The Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results :—

Wards.	Plague. Attacks.	Plague. Deaths.	Deaths from all Causes.
A Upper Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade....	6	3	6
B Mandvi, Chukla, Umarkhadi and Dongri.....	6	5	33
C Market, Dhobi Talao, Panaswadi, Bhuleshwar, Khara Talao and Kumbharwada	19	11	31
D Khetwadi, Girgaum, Chowpatty, Walkeshwar and Mahaluxmi	10	4	10
E Mazagon, Tarwadi, 2nd Nagpada, Kamathipura, Tardeo, Byculla and 1st Nagpada.....	25	9	43
F Parel, Sewree and Sion ...	20	7	19
G Mahim and Worlee	5	1	19
Water Division.....	0	0	1
Non-resident and unknown...	0	0	0
Hospitals	0	38	46
Total.....	91	78	211
Total plague deaths to date...	44,664	38,975	
Same date last year ...	93	89	183

BANDORA.

There was one attack and no death from plague reported within the limits of the Bandora Municipality, on Wednesday.

THE Rapid Transit Railroad Commission of the City of New York has accepted the proposition of Whitney Syndicate to build an underground railroad in that city. The cost will exceed 50,000,000 dols. This will be the first underground railroad made in America. The syndicate has secured for itself a perpetual lease of the underground road, and the work will be taken in hand soon. This is the biggest deal of the kind that has taken place for many years.

CALCUTTA TURF CLUB.

THE OFFICIAL MEASURER.

THE following notices are published in the *Racing Calendar*:—

The Stewards of the Calcutta Turf Club have appointed Mr. Sydney C. E. Hartwell to be an Official Measurer with effect from the 1st of April 1899.

The Stewards of the Calcutta Turf Club declare under Rule 41 of the Rules of Racing that the term "Official Measurer," whenever it occurs in those Rules, shall include every person appointed by the Stewards of the Western India Turf Club to be an Official Measurer. The declaration to take effect from the 1st of April 1899.

Horses and ponies will be classed, aged, or measured by the Official Measurer at the following places on, as near as possible, the dates specified:

At Lucknow, on the 17th and 18th April.
At Meerut, on the 21st and 22nd April.
At Umballa, on the 26th and 27th April.
At Rawalpindi, on the 1st and 2nd May.

Ponies the measurement of which is in force till the 30th of April under the old Rules can, if it is so desired, be measured during the current month under the new Rules.

There will be no further opportunity for measurement at any of the places specified above for some time to come. If it is desired that the Official Measurer should go to any other places in the Punjab or the North-West Provinces, reference should at once be made to the Secretary, Calcutta Turf Club, stating approximately number of ponies to be measured at each place.

REGISTRATION OF COLOURS.

Under Rule 75, colours may be registered on payment of a fee of Rs. 10, and the registration will remain in force for two years, from the 1st of April next following the date of registration.

The course which the Stewards propose to adopt is this: Applications for registration will be published in the Calendar as received; and if no claim is made by any other person to the colours therein described within a month from the date of publication, such colours will be registered. If a claim is made, the Stewards will decide as to which of the claimants is entitled to them.

A separate fee is payable for each set of colours.

POLO IN ENGLAND.

PROSPECTS FOR THE COMING SEASON.

SOME three months ago the *Pall Mall Gazette* intimated that the Crystal Palace Company had decided to establish a polo club as one of the sporting attractions of the spacious grounds, and after much hard work Major F. Herbert (late of the 9th Lancers), the manager, with the assistance of Major Cecil Peters (late 4th Hussars), assistant manager, has succeeded in forming a club on what is considered a satisfactory basis. The general public of London and suburban residents are practically excluded from the picturesque grounds of Hurlingham and Ranelagh, and one of the principal objects in founding the new organization is to give the public opportunities of learning something about one of the national games of England.

The new club will provide a recognized want. A strong council has been formed of polo players and sportsmen, and the names of the gentlemen forming it are a guarantee that there will be no lack of enthusiasm in promoting the interests of the game. The Earl of Huntingdon is the president, and the other members are Lord William Beresford, V.C., Sir Walter Smythe (Hurlingham Club), the Earl of Fingall, Mr. C. S. Schreiber (1st Life Guards), Sir C. Wolseley, Colonel J. P. Brabazon, C. B., Captain Fitzgerald (Royal Horse Guards), Captain De Lisle (Durham Light Infantry), Major Rimmington (Inniskilling Dragoons), Viscount Milton, Lord Southampton, Vicomte de la Rochefoucauld (Paris Polo Club), Sir E. Stracey (2nd Life Guards), and Mr. John Watson (Freebooters Polo Club). We understand that it is intended to give an international character to the club, and thus induce colonial and foreign teams to visit England, and in this way create friendly rivalry. Facilities will be afforded for the stabling and care of the ponies of foreign members. An important feature will be the provision of a stud of well-trained ponies for the use of members which can be hired when their own ponies are disabled. The polo ground will be the old football ground. This splendid natural amphitheatre, which enables spectators to see what is going on all round, has been somewhat transformed by the removal of a large amount of the embankment, so that a full sized ground could be formed. Stables have been erected near the railway dock for the accommodation of 100 ponies. The advantage of this arrangement is that the ponies can be unboxed at the dock and taken into the stables. Already some ponies have been imported from the Argentine. There is a well-equipped pavilion to seat 500 members and their friends, and ample provision is made for the public, who will be admitted at a moderate charge. A preliminary programme of tournaments and club matches of an attractive character has already been arranged. The season will be opened on Monday, May 22, with some formality, and the first ties of the Army Cup will be played; the finals on the 27th. The members' handicap tournament commences on June 6, and the final is played on the 10th; on the 17th the Colonials meet England, and on the 24th the club holds its first race meeting. The provincial clubs' cup tournament begins on June 26 and concludes on the 30th. On July 1, a four days' international pony show will be opened; the second race meeting and gymkhana of the club will take place on the 8th; the international tournament will commence on the 17th, and the finals will be played on the 22nd.

WIMBLEDON PARK POLO CLUB.

The Wimbledon Sports Club was established originally for the purpose of saving the beautiful park from the hands of the building Vandals on the initiative of the inhabitants, and the company has since established clubs for several departments of outdoor popular games. Eighteen months ago a golf club was established, and it has now some 400 members; recently a polo club has been formed, and now[illegible] in process of organization to play football, cricket archery, hockey, and aquatic games. The ornamental lake measures 22 acres, and the grounds cover an area of 120 acres. The Earl of Harrington will make a popular president of the Wimbledon Park Polo Club, and the captain and chairman is Mr. T. B. Drybrough, who, as is well known to sportsmen, is a great authority on polo; and the members of the committee are Captain Cortlandt G. Mackenzie, R. A., Major M. F. Rimington, 6th Dragoon Guards, Messrs. F. O. Ellison, F. J. Mickey, A. Suart, and R. Young.

MILITARY NEWS.

Lieutenant-Colonel Reid, I, M. S., is detailed for civil empl.

Surgeon-General A. Churchill, Army Medical Service, retires on the 14th June next.

WRITING on March 27, the Vienna correspondent of the *Standard* said :—Whether encouraged from Germany or on their own account, the German Nationalists of the Schonerer and Wolf type grow bolder every day; and on March 25, they organised a Bismarck celebration in the large Sophiensaal in Vienna, at which only the repeated intervention of the Police Commissioner prevented treasonable language being used; treasonable, that is, from the Austrian point of view. A delegate from Northern Bohemia declared that "We Germans in Bohemia stand behind Wolf and Schonerer. Northern Bohemia will be the first battlefield, and better times cannot come until the centre of gravity is removed to the frontiers of Saxony and other parts of Germany." The same speaker predicted that within a short time the principal squares in Aussig, Leitmeritz, and other towns will be christened Bismarck Squares; but when he began to enlarge upon his love of "All Deutschland" — Pan-Germania — the Police Commissioner threatened to dissolve the meeting. A telegram from Herr Schonerer was read, after which Herr Wolf delivered an harangue, boasting that his party would sweep away all the Moderate German elements in Bohemia, and other provinces with a German population. He demanded not only the abolition of the Languages Decrees, but the abolition also of Paragraph XIV. of the Constitution, and the imposition of German as the official language of the State. The Protestant Pastor Antonius, of Vienna, appealed to the meeting, saying, "Let us all become Protestant Christians"; and at the close of the proceedings all present, including several hundred University students, sang the "Wacht am Rhein" and other German National songs.

THE annual Primrose league demonstration will be held at the Albert Hall as usual this year, and many of the leading features of former occasions will be repeated, but an important change this time will be in respect of the principal speaker. For several years past the Marquess of Salisbury has made this annual demonstration the occasion of an important declaration on the subject of the policy of the Government or of the state of the Unionist Party. This year, however, the place of the Prime Minister will be occupied by Mr. Balfour.

HIGH COURT.—ORIGINAL SIDE.

(Before the Hon. Mr. JUSTICE RUSSELL.)

AN ADMIRALTY SUIT.

ALLEGED SALVAGES OF THE S. S. CASHMERE.

THE BOMBAY AND PERSIA STEAM NAVIGATION COMPANY VS. THE S. S. CASHMERE, HER CARGO AND FREIGHT.

HIS LORDSHIP delivered judgment in the case. The plaintiffs, the owners of the s. s. Naseri, prayed for a decree for Rs. 1,00,000 or such other sum for their compensation and remuneration as to the court shall seem meet, and that the s. s. Cashmere, her cargo and freight, and her owners thereof respectively and the bail to be given on their behalf might be condemned in such sum and also the costs of the suit. Mr. Scott and Mr. Lowndes, instructed by Messrs. Crawford, Brown and Co., appeared for the plaintiffs, and the Hon. Mr. Lang and Mr. Raikes, instructed by Messrs. Smetham, Bland, and Noble, appeared for the defendants. The defendants, Hajee Cassum Jusub and others, had paid Rs. 5,000 into court in respect of the claim.

FACTS TO BE CONSIDERED.

Mr. Justice Russell, in delivering his judgment, said:—In these two suits No. 1 and 2 of 1898 Admiralty, I shall proceed to deal (a) with the facts of the case, (b) with the pleadings and proceedings, and (c) with the law applicable to those facts and pleadings. (a) In dealing with the facts I proceed to state shortly (1) the movements of the Cashmere and the Naseri respectively, prior to their failing in with each other on the morning of Saturday, the 13th August, (2) the movements of the said two ships during the period when assistance was being rendered by the Naseri to the Cashmere down to their anchoring, respectively off middle ground in Bombay harbour on the morning of the 14th August.

THE CASHMERE'S RUDDER DAMAGED.

With regard to (1), therefore it appears the Cashmere (formerly the Thibet of the P. and O. Company's fleet) a screw steamer of 1,093 tons nett register and with her Captain, 3 officers and usual crew, and of the value, as found by the Judge's order, dated 28th September 1898, Ex. F., of Rs. 78,000, with a cargo on board of the value of Rs. 56,540, had her rudder damaged at Mokalla before the 1st of August. It was repaired at Aden and the Cashmere went to Mussowah, where she landed her outward cargo. She took in the cargo in question at Mussowah, and after leaving that place her rudder was carried away on the way to Bombay on the 1st August to the extent of about 15 feet from the bottom of the rudder. Her position on that day was 15°15 N. 63°41 E. Her Captain appears to have tried to steer with a hawser but could do nothing with it. He afterwards put her engines dead slow. At this time he was heading about S. and going about four Knots. On the afternoon of the 1st of August he stopped his engines altogether as he was getting out of the track of vessels, and her head was then S. 15 to S. 25 and he was making about S 23 E true. He appears to have set sails and kept on that course for two days. On the 2nd August at noon he was 15°33 N. 63°45 E., and at 5 p.m. on that day he turned her head to northward. The wind varied from W, N, W. to W. S. W., blowing strong, and at 6-30 p. m. the Cashmere was heading N. 15 W. She kept on that course, until he fell in with the Clan Shaw which he sighted at 12-30 noon on the 3rd and spoke at 1-30. During those two days he had made ninety miles. Having signalled to the Clan Shaw and solicited H. B.'s assistance) he towed her till the 5th of August. When the Clan Shaw left him his position was 17°37 N. and 68°29 E. at noon. While in company of the Clan Shaw he had gone between 230 to 240 miles towards Bombay, and she had left him at a distance of 358 miles from Bombay. The Captain says it was blowing then a strong monsoon, but nothing unusual. After the Clan Shaw left him he kept in a southerly course for two days and had five sails set and stood on that course for two days. He then on the 8th of August stood to the north-ward as he was getting out of the track of ships and was then 16°42 N and 70°7 E. He was then 200 miles from Bombay, having done 50 miles on the 7th and 59 miles on the 8th. He kept on this north course till the morning of the 12th. He says the weather was getting finer as he was getting to the north and east. At noon on the 12th at 19°20 N. and 71°23 E. he fell in with the Haddon Hall. At 5-30 a.m. he signalled her, but she gave him no assistance. He says the wind had then moderated very much. There was no sea, only a heavy swell with a light breeze.

SIGHTED THE NASERI.

After parting with the Haddon Hall at about 7 a.m. he turned his head to the S., and at noon on that day was 82 miles from Bombay and continued that course till 2 a.m. on the 13th, when he sighted what turned out to be the Naseri. As regards the Naseri, she appears to be a steamship of 911 tons nett register. Her value is Rs. 1,75,000, but she had a cargo of about rupees six lakhs and 45 passengers, and on the 12th August left Bombay for the Persian Gulf. Having seen in the papers that the Cashmere was in distress, her Captain got permission from his owners to divide a little from his course, and keep a look-out for her, and had formed the opinion that she was drifting E.N.E., and that she would be north of Bombay. After dropping his pilot he steered N. 65 W. by the compass, but there being an error of 8 degrees westerly on that course, was N. 73 W. He agrees that he fell in with the Cashmere at 2 a. m. on the 13th, when there was a fresh breeze and a heavy sea, from W.S.W., and she was burning blue lights which is admitted. At this time he says he was 55 miles out from the outer light ship, and the nearest point in a straight line would be to Bandora, which is about 12 miles N. of Bombay, and she was then about 40 miles from the nearest coast. The Captain of the Cashmere says that the distance after parting from the Haddon Hall to the place where he came up with the Naseri was about 33 miles, and at noon of the 13th August he was 45 miles from Bombay. I think, therefore, I may take it that the two ships sighted each other at a distance of between 45 to 50 miles from Bombay. On getting within sight of each other at daylight, the signals were exchanged which are detailed in para. 4 of the plaint. (Read this para.) In the first instance the Captain of the Naseri sent a line from his port quarter to the starboard bow of the Cashmere, as which time he says the heads of each ship were pointing S.-E. The Captain of the Cashmere agrees with this, but says it was a wrong manœuvre for the Naseri to be on his windward side. He ought to have been on his lee side.

THE SERANG'S ACTION.

This line, however failed, whereupon the Serang of the Naseri, Govind Jacko, jumped overboard with a line in his hand and got hold of a line that was floating in the water from the Naseri and fastened them together. He then swam back to the Naseri, and they hauled him up with the boatswain's bow-line. At this point a matter of contention arises between the parties, and that is whether or not it would have been safe to launch a boat to take the line from one ship to the other. The evidence is directly conflicting on this point, but I am of opinion that a man could jump overboard with a line, swim 30 or 40 feet, and fasten that line on to another line and then be hauled up the side of his ship without apparently any difficulty the sea could have been such as would have rendered it dangerous to lower a boat. Moreover, the ships at this time were so close that an attempt was made to heave the line from one to the other. This seems to me inconsistent with the idea of the weather being so rough as the plaintiff's witnesses tried to make out. Probably the true reason for not towering a boat was the extra amount of trouble which it always g

the Cashmere's hawser. After the Cashmere's wire hawser had been hauled on board the Naseri she came up on the starboard quarter to get the stream chain, and in the course of this operation the Naseri collided with the stern of the Cashmere and smashed a boat and about 15 to 20 feet of her bulwarks. The Captain of the Naseri says that his starboard bow caught the port quarter of the Cashmere, but although the Captain of the Cashmere says this damage was done by the negligence of the Naseri, I really do not think, upon the evidence in the case, I would be justified in holding that this was so. It is perfectly true, no doubt, that the Naseri's Captain was on the forecastle while this operation was going on and a subordinate on the bridge, but I cannot find from that fact alone that there was negligence on the part of the Captain of the Naseri. But I will deal with this matter more particularly hereafter. According to Captain Raffin shortly after the Cashmere began to tow him his stream chain parted but Captain Souter says that one of the chains slipped but did not actually break. Whatever happned, however, the Cashmere at 3-30 or 3-45 p.m. when 44 miles off Bombay began to tow the Naseri towards Bombay and arrived off the outer light ship at about 11 p.m. on the 13th. After waiting for about an hour for the pilot they proceeded up the harbour in the course of doing which the stream chain parted but the wire hawser held and eventually the two ships anchored off middle ground at 3-45 or 4 a.m. of the 14th of August. The above are shortly the facts of the case. Both parties have been inclined to take somewhat extreme views of the situation.

THE PLAINTIFFS' SERVICES.

The plaintiffs have in my opinion exaggerated largely the value of the services done by them, and the state of the weather and other circumstances under which that aid was rendered. The defendants on the other hand, have unduly tried to minimise the value of the services done. I shall endeavour myself to steer a middle course between these two lines of conduct. The first and most important question in salvage cases is the amount of risk to which the salvage ship was exposed. (See the "Janet Court" 1899 P, although in the "Werya" 12 P. D. it was held that the Court first considers the value of the property saved, and then the actual perils,) I, therefore, deal with this point first. On the one hand, it is clear to my mind that the Cashmere was really in want of assistance. She had signalled for it continuously. She had got it for two days from the Clan Shaw. She had asked for it but failed to get it from the Haddon Hall. She asked for and got it from the Naseri. Captain Souter's evidence on this point to my mind is not satisfactory. Furthermore, the Cashmere was not only rudderless but had on two occasions failed to extemporise steering apparatus. Next, the time of the year was the monsoon, and, although possibly weather charts and nautical handbooks may say that after the middle of August the sting of the monsoon is gone, it is a matter of common knowledge that high seas and heavy winds are liable to occur. Another matter to be considered is that the Cashmere was as light as she could be with safety. She was only drawing about 14'7" forward and 17 7" aft, her mean draught being 23' 6" when deep loaded. Her height out of the water would obviously render her more unmanageable. It is to my mind impossible to say that the position of the Cashmere was not one of risk and hazard and might by a change in the weather at once become one of great danger. As against this, however, the views of those on board the Naseri are to my mind somewhat extravagant. As regards the weather it appears to me that it was not more than the ordinary monsoon weather which may be expected between Aden and Bombay in the month of August. The wind was W.S.W. and to use the words of Mr. Barron, the Chief Officer of the Naseri, was a fresh breeze. The sea, according to him, was a stiff sea of good fresh sea. Therefore, as regards wind and sea there was nothing to render the salvage services very hazardous. Moreover, it must be remembered that the Cashmere had from the time she left the Naseri down to the time that she fell in with the Naseri been steadily making her way towards the direction she wanted to go. It seems to me that although she may not have been actually able to get up into Bombay harbour she would have been able unassisted to get within the arc of light either of the Prongs or of Kennety Island. It has been suggested that she must have gone on a lee shore and not have been able to anchor. I confess, I see no foundation for these suggestions. Her engines were in perfectly good working order. She had got four anchors, two of them bent on to their cables, one on her forecastle deck ready, and another spare one. There does not appear to me to be any reason to suppose that her anchors and cables would not have held. It must especially be borne in mind that the Cashmere was not in what has been described as "a condition of importance," such as she might have been had her propeller been broken or her engines unable to work. As regards the set of the currents and where they would have taken her it is practically impossible to come to any satisfactory conclusion. On the one hand, we have witnesses coming forward and authorities produced to show that she must inevitably have been taken by the current somewhere north of Bombay. On the other hand, witnesses are called and authorities and charts produced to show that she must have been taken to the southward of Bombay. In this conflict of authorities I cannot say that I have found an opinion one way or the other.

THE POSITION SUMMED UP.

I would sum up the position thus:—The Cashmere without a rudder and approaching Bombay was in need of assistance which the Naseri afforded her, and in so doing conferred meritorious services upon her. At such time the position of the Cashmere was one unquestionably of risk and might possibly have become one of danger, but the services rendered by the Naseri were not of an extraordinary or protracted character. I am, therefore, of opinion that the Naseri is entitled to salvage reward and in the usual course to salvage from all the properties salved. I would here refer to a point made by Mr. Scott, viz., the absence of a scrap log. No doubt its absence is to be regretted, but I cannot find that it has been wilfully suppressed. The ship's log unquestionably is kept in an utterly incomplete way; moreover the Ex. No. 4, Capatin Souter's log, has a peculiarly clean appearance, but having seen Captain Souter in the witness-box I cannot find that he has had anything to do with the suppression of the scrap log, or that he has manufactured Ex. No. 4. It is quite possible as suggested by the Advocate-General that the scrap log did contain entries as to the stranding of the Cashmere in the Red Sea, which the Chief Officer was not anxious should be disclosed. (I now deal shortly with the pleadings and proceedings in the case. The plaint by the owners of the Naseri was filed on the 15th August, 1893, and that by her master and crew on the 18th. In the former a sum of one lakh was claimed, in the latter Rs. 50,000.

THE CLAIMS EXCESSIVE.

I agree with the Advocate-General's observations about these claims. They are to my mind excessive. I think also it was unnecessary to file two suits. The W. statements of the defendants were filed on the 7th of October, on which date they paid in the sums of Rs. 5,000 and Rs. 2,257, respectively. The cargo owners did not put in any W. S. and have taken no part in the proceedings, but the Exhibits from M. to W. inclusive satisfy me that they have duly served and have had ample notice of the proceedings. At the hearing I alluded an amendment of the W. statements by an alternative assertion that in the event of the services being held to be salvage a sufficient sum was paid in. Although it appears from the evidence of Captains Potts and Macaulay that they calculated the amounts paid in on the bases of towage, I do not think that the defendants should be held bound by those gentlemen, taking what I find to be an erroneous view of the services rendered. At all events, the Advocate-General, the defendants' counsel, admitted unreservedly that the services were salvage services.

APPLICATION OF THE LAW.

(c) I now deal with the law applicable to the whole state of facts. The defendant ship has paid into court the sum of Rs. 5,000 for the owners of the Naseri and Rs. 2,257 for the crew. The question is, is that sufficient so far as regards the defendant ship? It must be remembered that salvage services have been described as giving rise to an equitable claim. It has also been held that, in dealing with the amount, all the circumstances must be taken into consideration. In section 720 of Kay, second edition, the various elements to be considered in salvage cases are set out. I deal with them, so far as applicable, *seriatim*. The value of the property saved I take to be Rs. 78,000; cargo Rs. 56,510. As to the actual perils from which the Cashmere and cargo were saved, I say she was in a position of risk which, by change of weather, might have become one of danger. As to the possibility of assistance from elsewhere, seeing that she met the Naseri within twenty-four hours of her leaving the Haddon Hall, I think it may fairly be said that the probability of her falling in with another steamer was considerable. As to the state of the weather when the services were rendered, it was ordinary monsoon weather such as is usually met with in the middle of August near Bombay. With regard to the degree of risk and peril incurred by the salvors, I do not consider that, with proper seamanship, any such was incurred. With regard to the degree of labour and skill exerted by them, I cannot think it was of the highest character. As regards the value of the Naseri and her cargo, the latter was, as I have said, six lakhs. The value of the former is Rs. 175,000. As regards the time occupied by the services, I find that the Cashmere commenced to tow the Naseri at 3-30 on the 13th and stopped about the same hour next morning; but of course she had been trying to assist her before that, as above set forth. As regards injury and loss occasioned to the salvors, I do not find any. (Given a tabular abstract of the cases referred to by counsel on both sides for convenience of reference). While agreeing with the proposition of law contended for by Mr. Scott, and stated in section 721 of Kay, viz., that, in fixing a proportion of the value, the court usually gives a smaller proportion where the property is large, and a larger proportion where the value is small, still looking at the amount awarded in those cases, I am of opinion that the sum paid in by the defendant ship is amply sufficient. It is considerably more "pro rata" than was paid in the cases I have referred to above. As regards, therefore, the defendants, the Cashmere and her freight, I am of opinion that this suit should be dismissed with costs as from the date the moneys were brought into court by the said defendants.

AMONUT PAID SUFFICIENT.

I am of opinion that the amount paid in is sufficient to cover all the charges which the plaintiffs may have been put to as regards the arrest of the Cashmere, etc. The plaintiffs will be entitled to their costs down to the date of the payment into court. One set of costs, if necessary, to be set off against the other. As regards the cargo on board the Cashmere, which, as I have said before, was of the value of Rs. 56,510, the matter is on, of course, a different footing. By maritime law all property saved from danger is liable individually for its proportion of the salvage awarded against the whole of the adventure to which it belongs. Therefore the cargo on board the Cashmere is individually liable. The owners of that cargo, although they had notice of these proceedings, as I have pointed out above, in the usual way, have not paid in anything into court and have not appeared. I have, therefore, to decide what, in my opinion, the cargo ought to pay, and I think that a proper amount would be the sum of Rs. 5,257. I have arrived at this figure by the ordinary rule of three, sum as applied to the sum paid in by the defendant ship. If I have erred on the side of liberality with regard to the cargo, the cargo owners ought to have appeared to prevent such error. I am aware that in valuing the cargo all necessary expenses either spent in transpping and storing the goods and their valuation ought to be deducted as well as the freight and customary charges, *e.g.*, between weighing and commission. The cargo owners have not chosen to show me what should be deducted, and I must trust the cargo as of the value as aforesaid proved before me. But of course if either party wish to insist the matter must be referred to the Commissioner.

THE CLAIM FOR DAMAGES.

With regard to the claim of the Cashmere for damages alleged to have been caused by the Naseri running into her, I do not think the evidence would justify me in coming to any finding. The occurrence, it seems to me, was either an inevitable accident which happened in the performance of the services, and was one of the necessary risks of the undertaking and created no liability on the part of either party; or, as I am inclined to think, it was a bit of bungling on the part of each of the two captains; and I think I may safely say that, if the plaintiff company had taken out the sum of money paid in by the defendant ship, we should have heard nothing more of this claim for damages. Moreover, when Captain Macaulay says the damage would come to Rs. 2,000, and Mr. Ditchbourne says it would come to Rs. 9,500, I do not see how I can assess the proper amount.

THE DEPOSIT ALLOCATED.

I must now proceed to allocate the sums paid into court and awarded as above. I do not propose to interfere with the allocation as already carried out by the defendant ship, which amounts, therefore, will stand Rs. 5,000 to the owners of the Naseri and Rs. 2,257 to her crew. I allocate the Rs. 5,257 in respect of cargo as follows:—Rs. 3,622 to the owners of the Naseri, (i. e., Rs. 3,622 to the Naseri) and Rs. 1,635 to the crew. Adding Rs. 1,635 to Rs. 2,257, you get a sum of Rs. 3,892. Of this sum I would allot to captain Raffin Rs. 700; to first officer, C. H. Barron, Rs. 400; to the second officer Rs. 250; and to the third officer Rs. 200; to Govind Jacke, Scrang, for his conduct which deserves special recognition, Rs. 200; to the three engineers Rs. 250, Rs. 190, and Rs. 150 respectively; the balance to be divided amongst the rest of the crew according to their rating; but in accordance with the usual practice (see Spree, 1893, p. 149,) the non-navigating members of the crew get only one-half. This rule should be followed. With regard to the costs of this suit, I have dealt with them so far as the defendant ship is concerned, but the defendant cargoowners must pay the plaintiffs the costs of and incidental to the first day's hearing; as the plaintiffs case as against the cargo must have been proved, but I do not think that the cargo should bear any more costs. The cargo lately on board the Cashmere, or such portion of it as may be sufficient to satisfy the amount above awarded, and costs, must be sold to pay the amounts. After taxation of costs against the cargo notice under Rule 15 of Code Rules to be given to consignees of cargo.

QUESTION OF COSTS.

Mr. Branson, in alluding to the question of costs, said his clients had incurred expenses to the extent of Rs. 1,000 for stamp fees and other matters relating to the finding of security for the value of the vessel. As the defendants had practically won the suit, counsel submitted that the amount should be deducted.

Mr. Scott argued that the expenses in question had been incurred before the payments were made into court. The expenses had been incurred in relation to all three suits against the owners and did not bear on the present matter alone.

His lordship said he would refer to the authorities on the matter and decide the point on Saturday.

SHIPPING INTELLIGENCE.

THE B I S N Co's s s Ujina, 342 tons, Captain G F Withers sailed yesterday for Calcutta, in ballast.

THE B I S N Cos s s Virawa, 2,158 tons, Captain R D Dougherty, arrived in harbour on Wednesday, from Calcutta, (31st March,) with a general cargo, and 13 deck passengers.

THE Asiatic S N Co's s s Nadir, 2,041 tons, Captain P J Morgan, arrived in harbour yesterday, from Calcutta, (24th March,) via Coast ports, with a general cargo, and Dr Somonji Hormusji as passenger. During the voyage she experienced variable weather with rain and lightning from Colombo to Bombay.

THE B I S N Co's ss Simla, 1,039 tons, Captain A D Martin, arrived in harbour yesterday, from the Persian Gulf via Karachi, with a general cargo, 120 cases opium, and the following passengers:—Mrs Pearson, Major Jackson, Captain Carlton, Mr Brackly, R N, Mr Irvin, Mr Trayal, Mr Brown and 85 deck.

ARRIVALS.

April.	Vessel.	Commander.	From.
19	Virawa s	Dougherty	Calcutta, March 31.
20	Nadir s	Morgan	Calcutta, March 24.
	Simla s	Martin	Persian Gulf.

DEPARTURES.

April.	Vessel.	Commander.	Destination.
20	Pemba s	Martyr	Persian Gulf.
	R I M S Elphinstone	McArthur	Aden.
	Ujina s	Withers	Calcutta.

The following vessels entered for loading yesterday;—
Steamer Istrar, for Dunkirk.
" Imani, for Antwerp.
" Tinby, for Genoa.
" Rheinfels, for Hamburg via Karachi.
" Vasna, for Karachi.
" Simla, for Persian Gulf.

DAILY EXPORTS.—APRIL 20.

FOR LONDON.

Northsands s—132 cwt olibanum S Bhimjee; 47 cwt oli banum Alybhoy Chagla and Co; 8 cwt Indian rubber M Mohomed and Co; 11 cases brassware Ardashir and Byramjee; 25 cwt sundries, H Muncherjee and Sons; 70 cwt olibanum, 163 cwt gum, 100 bales hemp, Aldridge Salmon and Co.

Caledonia s—1 case woollen shawls Ritchie Steuart and Co; 1 bale skins Ewart Latham and Co.

FOR LIVERPOOL.

Eden Hall s—2400 cwt wheat Sanday and Co; 6000 cwt wheat David Sassoon and Co; 10,000 cwt wheat Ralli Brothers; 4000 cwt wheat David Sassoon and Co.

FOR HULL.

Horatio s—2030 cwt myrabolams, Waghjee Bacher; 2000 cwt wheat Forbes Forbes and Co; 5000 cwt wheat David Sassoon and Co; 16000 cwt wheat and 1305 cwt rapeseed Ralli Brothers.

FOR DUNKIRK.

Istran s—4000 cwt linseed David Sassoon and Co; 2000 cwt linseed W and A Graham and Co; 100 cwt gum Hirjee Virthur.

FROM ANTWERP.

Northsands s—1001 cwt myrabollams S H Esmail and Co; 200 cwt gum, John L Kirsten and Co; 1000 cwt rapeseed Owen and Okell and Co.

Iran s—280 bales cotton V S H Reddy and Co; 220 bales cotton E S Pinne and Co; 115 bales twist waste Madon Bhimjee; 250 cwt coir yarn Volkart Brothers; 2 bales cotton T. abjee and Co.

FOR HAMBURG.

Labuan s—110 bales cotton Forbes, Forbes and Co; 550 bales cotton Glade and Co; 880 bales cotton E Spinner and Co; 2 bales cotton fly and 1 bale cotton waste Tyabjee and Co.

Rheinfels s—1083 bales cotton Volkart Brothers; 328 cwt bonemeal Glade and Co.

FOR MARSEILLES.

Standfield s—2000 cwt wheat and 3013 cwt linseed Ralli Brothers.

Indra s—720 cwt gingellyseed E D Sassoon and Co; 3960 cwt wheat John Fachiri; 26 cwt castorseed Ralli Brothers.

FOR GENOA.

Indra s—100 bales cotton Ralli Brothers; 1003 cwt linseed A Blaschceck and Co; 2001 cwt gingellyseed John Fachiri; 2000 cwt wheat A Blaschceck and Co.

D'Baduino s—2000 cwt wheat and 200 bales cotton Volkart Brothers.

Tanby s—5150 bales cotton, 8033 cwt rapeseed, 56000 cwt wheat, 14564 cwt linseed and 9798 cwt teelseed Ralli Brothers.

Eden Hall s—4000 cwt linseed Volkart Brothers; 22195 cwt teelseed Ralli Brothers.

FOR BARCELONA.

D Balduino s—250 bales cotton Volkart Brothers.

FOR LEGHORN.

D Balduino s—3572 cwt wheat Ralli Brothers.

FOR BREMEN.

Rheinfels s—650 bales cotton Volkart Brothers.

FOR HONGKONG.

Muke Maru s—20 cwt sandlewood You Shun and Co; 42 cwt funnelseed M M Essabhoy; 10 cwt angoor and 18 cwt funnelseed A H Cumroodin and Co; 19 cwt sharkfins Ramjee Corjee.

Bisagno s—235 cwt raisins and 28 cwt funnelseed M M Essabhoy; 14 cwt aloes Yau Shun and Co; 20 cwt sandlewood C Ebrahim and Co; 8 cwt sharkfins and 8 cwt peacock feathers M M Merally; 75 bales twist The Sva-Deshi Mills Co; 109 bales cotton M H E Ellias; 44 bales twist P F Talati; 8 cwt peacock feathers and 33 cwt sharkfins M H Merally; 86 cwt sharkfins E Mahomedbhoy; 56 cwt sharkfins and 4 cwt peacock feathers P F Talati.

Vindobona s—28 cases condiments and 6 cwt toor dall, Dhunjeebhoy Burjurjee.

Chusan s—13 cwt gonda horns Abdoola Allarakhia and Co.

FOR SHANGHAI.

Chusan s—100 bales cotton Fleming Shaw and Co; 400 bales twist E D Sassoon and Co; 68 bales twist R S Woonwalla and Co; 300 bales twist H Mooltanchand.

THE COLLISION ON THE B. B. & C. I. RAILWAY.

MR. ALLAN F. TURNER, the Coroner, resumed the inquiry, yesterday afternoon, at the new offices of the B. B. & C. I. Railway Company, Church Gate, regarding the circumstances under which three persons, viz., Babaji Baji, aged forty years, Do orgabai, a girl, and her brother, Arjoon Balla, aged ten and eight years, respectively, met with their deaths while travelling by an up local train on the morning of the 10th instant, between Marine Lines and Churney Road stations. Mr. P. Byrne, of Messrs. Roughton and Byrne, solicitors, appeared for Mr. J. Dolben, the driver of the light engine which collided with the up local train. Mr. Clabby, Superintendent of the Railway Police, and Mr. Maneckshaw D. Doctor, Chief Inspector, attended the inquiry, and watched the proceedings on behalf of the Railway Company. Mr. DeSa, Traffic Inspector, was also present.

Ram Sumer Mahabir, a signalman in the employ of the B. B. and C. I. Railway, examined by Mr. Maneckshaw, deposed: I am a signalman at the Churney Road station. My signal cabin is on the top of the station roof. I work signals between Grant Road and Churney Road stations and between the latter and the Marine Lines station. I work them by means of communication, which I receive through the telegraph block instrument. I keep a train signal register. I produce my register, which commenced on the 31st March. I was on duty at the Churney Road signal cabin from 2 a.m. to 10 a.m. on the 10th instant.

Mr. Maneckshaw: Now look at that book and tell us at what time on the morning of the 10th instant the No. 8 up passenger train left the Grant Road station?—At 6-42 a.m. The train arrived at the Churney Road station at 6-45 a.m. It left the Churney Road station for the Marine Lines station at 6-49 a.m. It reached Marine Lines station at 6-53 a.m. No. 74 up local train left Grant Road at 6-48 a.m., and arrived at the Churney Road station at 6-51 a.m. It left the latter station at 6-53 a.m.; but as the line was blocked, I did not give the starting signal at once to No. 74 up local train. When I received the "line clear" from the Marine Lines station, I gave the starting signal to No. 74 up local train. The train then left for the Marine Lines station. After No. 74 up local train had passed the starting signal, I put it up at danger. I put it up when the whole train, except three carriages, had passed. I then received a signal at 6-52 a.m. from the Grant Road station that a light engine had started from the Churney Road station. The light engine arrived at Churney Road Station at 6-55 a.m. The engine did not stop at the Churney Road station. I lowered the distant and the home signals for the engine. These two signals would have allowed the engine to proceed as far as the signal No 1.

Was this No. 1 signal given by you for the engine to proceed further?—No, as No. 74 up local train had preceded it and the line was blocked. The engine, however did not stop at No. 1 signal but proceeded on. When I saw that the engine had left the signal at danger, I came down two steps of the ladder in my cabin and shouted out to the station-master. I told the station-master that the light engine had run past the signal at danger. The station-master did not reply, but ran towards signal No. 1. I then returned to my cabin and made the following remarks in the register against the light engine entries: "Passed the signal—starting signal, station-master shouted to."

Witness continued: I could not see No. 74 up local train on the line from my cabin. About a few minutes after I heard the news that a collision had taken place. On account of the curve and the high trees, I could not see the train on the line from my cabin.

Cross-examined by Mr. Byrne: From your cabin you cannot see No. 2 signal on account of trees?—No, I can see it, notwithstanding the trees intervening.

Could you see it, if you did not know where the signal was?—Yes I can see it. It is easy to see it from my cabin. I could see the signal, but could not see No. 74 train on the line, from my cabin, as the signal was light and the train was dar. I have been in the service of the railway company for the last two years and two months. I have been working as a signalman for the last one month and twenty days. This is my only experience.

Are you a probationer?—No, I am acting for another man. Before that I was learning signalling. I was learning signalling for two months. During that time I used to do no other work. Previous to the learning of signalling, I had been a sepoy in the Commissariat office on a salary of Rs. 12 per month. I was in receipt of the same emolument while I was learning signalling. My pay is the same now. The man for whom I have been acting, gets Rs. 15 per month I work the signal-box by myself. No one else assists me in my work. I raise the signal lever, work the block telegraphic instrument, and keep the register. On the previous day I had been on duty from 10 a.m. to 6 p.m.

Had you received all "clear signals" from Marine Lines station for No. 8 passsenger before you allowed No. 74 up local to proceed from the Churney Road station?—Yes.

Will you swear that you put up No. 1 signal at danger, as soon as the whole of No. 74 up-local train, except three carriages, had passed the Churney Road station?—Yes.

How do you remember it?—It is my usual work, and I remember it. It was not possible that there were six carriages remaining, instead of three carriages, when I raised up the signal at danger.

What made you notice this particular instance?—It is my duty to see that the signal was raised up as soon as the whole train, except the last three carriages, had passed. When a train or a light engine leaves the Grant Road station, I receive three strokes on the block instrument. From this I cannot say whether a light engine or a train was coming.

You could have written those remarks on the register any time after the collision?—No, those remarks were written at the time the light engine passed No. 1 signal. There is no witness to say that I wrote those remarks immediately the light engine ran past the signal No. 1 except my own statement. I showed those remarks to Mr. Maneckshaw on the same day, when he came to my cabin. Before I went off my duty I showed those remarks to Mr. Maneckshaw. I did not make any written report regarding this. It is not my duty to make a written report regarding any accident.

Besides the station-master, did you tell anyone that a train had gone against the signal?—No.

To Mr. Maneckshaw: I am a relieving signalman attached to the office of the District Traffic Superintendent. I was qualified myself as a signalman, having passing an examination in signalling. I am on duty for eight hours in every twenty-four hours. I have never been on duty more than eight hours in a day.

Coroner: What do you mean by a section?—My section begins at the starting signal at Grant Road and ends at the starting signal at Churney Road. Section means line between two starting signals.

You have stated that you would not have allowed No. 74 up local train to start from the Churney Road station unless you would receive "all clear signals" from the Marine Lines station regarding No. 8 passenger. What do you mean by that statement?—By Churney Road station, I mean Churney Road starting signal.

Were all your signals in good working order on that day?—Yes.

Mr. Maneckshaw: When I came to your signa box on that morning, was there anyone else with me?—Yes, there was a *sahib* with you.

Questioned by the Jury: After receiving a warning signal and a departure signal, I always keep a lookout for a train. I saw the light engine coming on that day. It was going at a greater speed than an ordinary passenger train. The speed was continued after the starting signal had been passed. I am a Brahmin by caste, and know how to read and write. The station-master checks the entries made in the register. I am quite competent to fill up the several entries in the register. The light engine passed the danger signal at the same speed.

The inquiry was at this stage adjourned to Monday, at 2-30 p.m., at the same place.

THE "Peuple Francais" publishes the following:—"The French Government, at the time of the Franco-Russian Agreement, having supplied Russia with details concerning the military strength of France, Dreyfus sent to the Cabinet of St. Petersburg a false estimate, asserting that the official information was inaccurate. Painful explanations were exchanged by the two Governments, and Dreyfus was then sent before a court-martial. The famous secret communication to the court consisted in the disclosure of his action. The friends of Dreyfus began their campaign in the hope that the Government would allow the traitor to be declared innocent rather than hurt the feelings of our ally."

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RUSSIA'S APPROACH TO THE HINDU KUSH.

ALLEGED RIGHT TO OCCUPY SARY KOL.

MR. R. P. COBBOLD, the English traveller who returned recently to England from a journey of thirteen months duration in Chinese and Russian Turkestan and on the Pamirs, during which he was arrested and detained for three weeks by the Russians and finally escorted by Cossacks across the Chinese frontier was interviewed on his arrival on behalf of Reuter's Agency, as to the reported intention of the Russians to seize Sary Kol. Mr. Cobbold visited several districts never before explored by Englishmen, and took back with him, in addition to a fine photographic collection, a quantity of valuable geographical and political data. Much of his baggage was lost, and a number of his maps and notes destroyed at the time of his arrest, but Mr. Cobbold is able to furnish fuller details than have hitherto been available of the political aims and military strength and programme of the Russians on the Oxus. He is now engaged in arranging his data, with a view to preparing a book on the subject. It was while shooting in the Central Provinces of India that he decided to go on expedition to the Pamirs, and, visiting Kashgar and Yarkand, to make on the spot an inquiry into the condition of British trade in Chinese Turkestan, which is gradually being weakened by Russian influence and bounty-fed goods. He had ample opportunity of seeing the strength of the Russian forces on the Afghan and Chinese frontiers and of studying the political situation in Central Asia. He was the first Englishman to travel in the Provinces of Shegnan, Poshan, and Wakhan formerly belonging to Afghanistan, but now under the rule of the Emir of Bokhara.

ARRESTED BY RUSSIANS.

Speaking first of his arrest, Mr. Cobbold said:

"My arrest was carried out by direct order of the Russian Governor of Marghilan, who is in telegraphic touch with St. Petersburg. I had originally been given a passport to travel in the Russian Pamirs, but for reasons unknown to myself it was cancelled, and of this fact I received no intimation. When I got on to the Russian Pamirs a series of accidents deprived me of my stores. I lost a number of my ponies, and as the Oxus was the nearest point to refit I proceeded thither. While on the way, I heard that Cossacks had been despatched from Marghilan to stop me. I was unable to stop, however, having no means of subsistence, and so pushed on to the Bokharan frontier, where I was detained until the Commandant of the Pamirs District visited me. He explained that my passport had been cancelled, and that I must remain under surveillance. Eventually I persuaded him to have me removed to a Russian outpost, as my quarters in the dirty Bokharan Fort, surrounded by filthy and inquisitive Bokharan Irregulars, were most disagreeable. I was then removed to the Russian Fort at Shignan. Just opposite on the other bank of the Oxus, was an Afghan Fort, in which with glasses I could see the Afghan troops drilling. Later on, I was given the option of remaining where I was pending the receipt of instructions from Marghilan or of being escorted to the nearest point on the Chinese frontier. Preferring this to another month's delay I consented, and after three week's detention left with an escort of four Cossacks. On the journey I had great difficulties, and was almost starved, as the people who had helped me on my way to the Oxus had been punished by the Russians for doing so, and naturally they would not again assist me. I was eventually released without a word of explanation. I sent a despatch with full details of the affair to the British Political Officer in Gilghit, and, through the Viceroy, the Foreign Office in London was informed. The only explanation, however, given to the Foreign Office was that I had been escorted across the frontier."

NATIVES HOPE FOR BRITISH RULE.

Discussing the political and military situation in those regions, Mr. Cobbold said:

"From what I saw of the politial situation North of Kashgar on the Russo-Chinese frontier, the various tribes are extremely dissatisfied with their condition under the Russians. They express great dissatisfaction with the military service which the Russians make compulsory. I was in Ferghana, last year when the insurrection broke out, and when forty Cossacks were killed. The movement was put down with a firm hand, the whole country was put under military law, the leaders were shot, and a great number of the less prominent natives sent to Siberia for life. The fact of my presence in Ferghana at the time was unfortunate. It made the Russians suspicious, and possibly had something to do with my subsequent arrest. All through Ferghana, and in fact in the whole of Russian Turkestan, the tribesmen firmly believed in a coming conflict between the Power advancing from the south and the one marching from the north. This is a matter of common talk, and the natives always express the hope that one day they will come under British rule. The reports they receive from Indian traders in the Central Asian markets of the fair treatment and justice they get from the British Raj greatly impress them and intensify their dissatisfaction with the Russian system."

CONTEMPLATED INVASION OF AFGHANISTAN.

When questioned concerning the situation on the Afghan frontier Mr. Cobbold replied:

"The Russians are daily strengthening their position along the Oxus—the garrisons are being increased, new forts built, and fresh roads made. The Russians have constructed an excellent road from their military centre in Ferghana at Marghilan to Murghabi, their headquarters on the Pamirs, thus securing a direct route for their commissariat in case of an advance towards Afghanistan, Chitral, or Gilghit. Every preparation has been made in the event of the Amir's death (an occurrence which is openly discussed), plans have been matured, and at a few hours' notice and within a few days of the news of the Amir's death—unless in the meantime a British Division were in Cabul—the whole of the north and north-west of Afghanistan would be overrun by Cossacks. With their railway terminus at Kushk—only seventy miles distant from Herat—a regiment of Cossacks could, if necessity arose, be at Herat within twenty-four hours" "In Chinese Turkestan, too," continued Mr. Cobbold, "the Russians are extremely active. In various telegrams lately I have seen rumours of Russia's intentions to occupy the Province of Sary Kol, and of the arrival of Russian reinforcements on the Pamirs. I lately spent a considerable time in Sary Kol, and I have no doubt that the Russians mean to seize the Province. This is a serious matter for the British Government, because by doing so Russia would command all the passes leading to Kashmir and Chitral. As it is, only this province and the buffer state of Wakhan with an average extent of twenty miles intervene between the Russian frontier and the British Indian outposts. The establishment of Russian posts on the northern slopes of the Hindu Kush would have a disastrous effect on the mind of the fanatical and by no means reliable tribesmen.

BRITISH ROAD TO SARY KOL WANTED.

I heard a good deal of this Sary Kol question while I was in the province. The Russian Consul at Kashgar discussed the question with me quite openly. He said that the British Government would not consider it worth while to protest, and added that in a short time the whole of Chinese Turkestan would be absorbed by Russia. The Chinese have, it is true, forts and garrisons in the province, their largest force consisting of about three thousand troops, being at Kashgar, but probably they would all run away at the slightest indication of trouble. The Russian Consul told me that he had agreed with the Russian Commander at Marghilan that one battalion of infantry, five hundred Cossacks and a battery could at any time occupy and subjugate this enormous Chinese province. Whatever may be their intentions regarding Chinese territory, it ought to be made plain that a great portion of this province of Sary Kol pays tribute to a British vassal—the Mir of Hunza—and has done so for generations. I discussed the matter with the Mir himself. He knows of the Russian's ideas, and said that the whole of his people would oppose any such act of aggression. He added that he expected to receive support from the British in view of such an eventuality arising. Whatever may be the views of the Imperial Government at St. Petersburg, no traveller in these regions can ignore the fact that the Russian officials in Central Asia would eagerly welcome orders for advance. I do not want to imply that they are unfriendly to individual British subjects on the rare occasions when they see them. On the contrary they are polite, but, inasmuch, as all prospects for their own future are bound up with active service it is not remarkable that they openly discuss the probabilities and possibilities of an opportunity for an advance. They cite the death of Abdur Rahman as this opportunity. In view of possible difficulties in these parts, it is urgently necessary that some steps be taken to provide a practical road between the British advanced post at Hunza and Sary Kol, a distance of about a hundred miles. At present, while the Russians have an easy road right up to the British frontier, we have nothing but a goat track."

THE CASE FOR RUSSIA IN SARY KOL.

A *Times'* telegram from St. Petersburg sent on March 25th says:—A writer in the *Novoe Vremya*, with the well-known pseudonym of "Sahib," resents the pretensions of certain English journals to interfere in Russia's alleged military occupation of the lake district of Sary Kol, on the eastern extremity of the Pamirs. According to this writer, Sary Kol, or Lake Victoria, is situated entirely outside both the Afghan boundary laid down by the Anglo-Russian agreement of 1895 and the outline of that boundary indicated by the Gortchakoff-Granville understanding of 1873 inasmuch as it lies to the north of the real source of the Oxus or Amo Daria, which was to be taken as the extreme limit of British influence. The writer repels with scorn the presumption that Russia may be allowed to have Sary Kol if she gives some compensating concession to England in China. Sary Kol having from 1830 been in turn under Khokand, Kashgar and finally China, it is with the latter Power that Russia would have to deal if the news were true, and England has no competency whatever in the matter. The Chinese Governor of Kashgar took possession of Sary Kol in 1883 at the instigation of the Russian Consul, and in 1891, when England was afraid of Russia's taking that part of the Pamirs she also induced the Chinese to strengthen their hold over it by sending officers there and by placing a Chinese garrison in Tashkurghan. It is positively denied that Russia has moved her line of posts to the south of Sary Kol, as that lake forms part of the Russian frontier, with a neutral zone beyond within which neither Russia nor England has the right to establish posts. Officially nobody, of course, knows anything about this reported occupation of Sary Kol, and it is supposed to be an imaginary sequel to the old news of Colonel Kazloff's having again started off with his Cossacks in that direction on another scientific exploration. In any case, it is as well to remember that ever since Russia's forward activity in the Far East, well-known Russians who consider themselves authorities, like, for instance, Prince Ukhtomsky have regarded the Chinese Pamir as a vulnerable point where Russia could support her policy in Manchuria and Pekin with the greatest ease.

BOMBAY SEASON REPORTS.

THE following Season Reports for the week ending 18th April were published in yesterday's *Government Gazette*.

Karachi.—River at Kotri on 17th, 6 feet 5 inches against 7 feet 9 inches on same date last year. Rabi threshing commenced. Kharif preparrtions progressing. Fodder scarce in Johi, Manjhand, Kohistan] and hilly tracts of Tatta. Prices of food-grains steady.

Shikarpur.—Wheat harvest general; threshing and cleaning commenced at some places. Kharif preparations in progress. Fodder sufficient. Cattle in good condition.

Hyderabad.—Harvesting of rabi crops continues; threshing in progress. Fodder ample in five and insufficient in seven talukas. Cattle in fair condition.

Upper Sind Frontier.—Rabi harvest progressing. Fodder sufficient. Price of rice fallen by 3 chataks per rupee.

Thar and Parkar.—Rabi crops in fair condition. Harvesting of wheat continues in three talukas and threshing continues in one taluka. Fodder insufficient.

Ahmedabad.—(For week ending 15th April 1899). —Picking of cotton completed. Standing crops in good condition. Fodder supply sufficient. Agricultural stock in good condition. Price of jowari 18, of bajri 16, of wheat 12, and of rice, second sort, 12 seers per rupee.

Panch Mahals.—Threshing of rabi crops continues. Fodder supply ample. Agricultural stock in good condition. Price of maize in Dohad risen from 40 to 37 seers per rupee.

Kaira.—Reaping of rabi crops nearly completed. Standing crops in good condition. Fodder supply sufficient. Agricultural stock healthy. Average prices per rupee of bajri 18, of rice 9 and of wheat 11 seers.

Broach.—Cotton picking continues. Probable

PURELY PERSONAL.

There is a story of real life which everybody has read in the papers of the last few days, which in a startling and tragic *denouement* looks a good deal more like the recreation of some unusually bad novelette than a record of actual fact. In the summer of 1867, amid a tremendous array of the aristocracy, jewels rich and rare, and all the other accompaniments of a great and fashionable marriage, Lady Anne Savile was married to Prince Lowenstein Wertheim. So far as appearances went, no marriage could have been more suitable and more auspicious.

The bride was the child of an ancient race; was beautiful; had—as if to exhaust the gifts of fortune—a splendid heritage. Lady Anne was the daughter—*en secondes noces*—of Lord Mexborough, and Lord Mexborough was one of the typical aristocrats of the old time—proud, stiff, courteous, obstinate in all his convictions; an unconquerable enemy of new manners and new customs, social and political. His second wife was a Miss Raphael, either Jewish or Greek by descent, but singularly enough, a strong and almost bigoted Roman Catholic. She came of one of the old rich families of London; if I be not mistaken, a relative of hers—either her uncle or her father—was a Roman Catholic as far back as the days of O'Connell, and was indeed a member of O'Connell's party in the House of Commons in the forties or somewhere about that time. At all events, the second Lady Mexborough had a huge fortune, and the greater part of this fortune was divided between her two daughters.

Lady Anne is a very sweet and pretty little picture of a woman, tiny in size, with fair hair cut in a fringe across her forehead, with the soft and simple manners of a typical young English girl. No woman seemed more suited to make the light of home of tranquil love and unquestioning devotion.

As the bridegroom stood at the altar beside the tiny bride he also seemed just the man to find in such a wife all that appeals to the tenderness and courage and strength of a man. Tall, broad-shouldered, good-looking, with every muscle and nerve trained to the last degree of perfection by constant exercise—for he was a great sportsman—the Prince looked like one of the knights that figure in the play-operas of Wagner; just the great creature—by the curious law of contrast which regulates the attractions of the sexes—to look for a mate in a timid, gentle, and *petite* woman. And now he lies dead in Manila, and for months past his wife has been living that strange, sad, pitiful existence—the wife separated from her husband.

The secret of the unhappiness of two beings thus apparently intended for perfect happiness, has been well kept, though it was noticed a long time ago that the bridegroom absented himself very often from that delightful little house in Deanery Street, Park Lane—just the street and just the home for a young couple—which had been presented to the pair by the bride's wealthy and generous mother. But then, that could be easily explained. The Prince was a German; his brother has remained in the Vaterland; and there is an ancestral castle and there are ancestral domains; and the true German can never altogether forget the charms of his own land. But the whole world had to be taken into the confidence of the distracted household in the beginning of this year. In the month of February advertisements began to be published in both the London and Berlin papers asking for the discovery of the missing Prince. At once the doughty interviewer was upon the track of this mysterious announcement; solicitors were seen and the unhappy wife herself, and there were all kinds of contradictory reports. What appeared to be a semi-official announcement was published to the effect that the Prince had taken his departure in consequence of some "important German business in which his Serene Highness was engaged"; and with that occult statement the public had to be satisfied.

But at last it was discovered that the Prince was in Manila, and now it is known what he was doing. He was an honorary aide-de-camp to General Miller, of the American forces, and it was during the last bloody engagement that, wandering somehow or other in front of the line of fire, he was shot, heavily wounded, and then died. It is one of those tragedies—sudden, swift, complete—that break the dead monotony of Society, and teach us that sublime and tragic passion and fateful drama are just as common now as in older times. But the word of the enigma has yet to be found. I have often made the remark that only two people know all the facts and all the truth of a drama of man and woman, and they are the two people concerned; and they never tell.

The papers have announced what appears for the moment to be the close of the drama in which the Princess has been engaged. It is a story which reminds one of that saying of a princess of the House of Austria—one of the saddest sayings in human history. "Ah!" said this princess, "that the birds of the air should be allowed to choose their mates but not princesses!" The Princess Louise was but sixteen years of age when she was married off to Prince Philip of Coburg who was old enough to be her father. She has taken the world partially into her confidence, and therefore it is known that from an early hour the marriage was unhappy; possibly as in a glass darkly the poor girl saw all the unhappiness in store for her at the very moment when she was making that contract for life which is the beginning of heaven or of the other place to most human beings. At all events, the reality turned out to be worse than even the gloomiest foreboding.

The Princess charges the elderly husband with drunkenness, violence, and libertinage; and there are stories which seem to confirm the statement.

When a woman is neglected and ill-treated, and when, if she be of the average type, she is in that dangerous condition of recklessness and despair which leads on to anything—when a woman is in that position, she usually finds some man who for good reasons or bad, is ready to take up her side. And the comforter and champion in this case was close beside her; it was none other than Kegiewitch, a young lieutenant, and a member of the household of the Prince.

It is not easy to distinguish between what is fact and what is fiction in the many stories that are told of this strange love adventure in Royal circles; but it is probably true that the long-threatened breach between husband and wife, on account of the attentions of the young officer, came to a climax one evening at a State ball. It is Royal etiquette that no man not a Royalty can take a Princess to dance; and that in such cases it is the lady accordingly who has to take the initiative.

It is said that at this ball the Princess invited the Lieutenant to dance; and that under the intoxication of the surroundings—perhaps also in that mad recklessness which seizes women when they are under the watchful and jealous eyes of a husband they despise—the Princess, not satisfied with the languid movements of the conventional waltz (the band was playing the waltz from *Faust*, and that explains a good deal), burst before the astounded and shocked courtiers into one of those wild *pas seuls*, which are to be seen every night in Paris, and are, it is whispered, now and then to be seen in Melton Mowbray and other resorts of smart Society, when the night is advanced and the fun is fast and furious. In short, there was a skirt dance, with a Royal Princess figuring as the chief executant, and a Royal husband—elderly, furious, violent—looking on. It was not then, but perhaps because of that awful moment that the wife, affrighted, bruised, weeping, rushed to the young Lieutenant's apartments in the palace—more miserable than many a cabin—and begged him for protection against the pursuing husband.

In all the tragi-comedies of the Continent, the duel plays a part; and it did so in this particular case. The Princess fled with her lover to France, and finally drifted to the Riviera—that strange region of sunshine and sin, which acts as a magnet to those who have broken the social bonds. The Prince followed; and one fine morning—with but few witnesses—the two men stood opposite each other, with swords in their hands, and plenty of hatred, it may be imagined, in their eyes, and with the young Lieutenant lying unconscious for a while from a wound as the result.

It was evident that something had to be done before several families occupying the proudest thrones were plunged into disgrace, and then the laws which have to be respected in the case of a peasant, but can be reversed in that of a Royalty, were brought into requisition. The Princess by this time had thrown off all disguise, had gone with her lover to his castle in Croatia, in fact, had thrown all the decencies to the wind. There was nothing for it but violence, so she was thrown into a lunatic asylum, the lover was tried on a trumped up charge and was sentenced to five years' imprisonment. And now she is back in Belgium and, it is announce, under the care of her father. Where the lover is, nobody seems to be able to say for certain. Finally, this lady who has played such high pranks, was born in 1858, and is the mother of the young Princess who was married recently to Duke Gunther! It is a squalid, pitiful story.—*M. A. P.*

A GERMAN HIGH-DIVING FATALITY.

DEATH OF A "MONTE CRISTO" PERFORMER.

A few years ago a man named Baume caused some sensation by his performance of the Monte Cristo diving feat at the Aquarium at Westminster. The Berlin correspondent of the *Daily News* reports his death whilst giving a similar exhibition in a circus at Chemnitz. It seems that a night or two ago the performer was advertised to make his famous "death leap" from the roof, nearly sixty feet high, into a ditch filled with water, ten or twelve feet deep. He had often performed the feat in London and other places, and from a much greater height. A plank laid across the beams of the ceiling served as a platform, and, at the rehearsal in the morning, Baume had taken the leap, and afterwards remained over four minutes under water, taking his outer clothes off before reappearing. In the evening he was to be put into a sack fully dressed, take off his clothes under water, and appear on the surface again in tights. But he was also this time to do something "quite special." When evening came Baume appeared in his tights, and put loose clothes on over these, while one of his colleagues was drawn up by a rope so as to be able to assist him to get into the sack. The rope was lowered again and the diver was hauled up. He stepped into the sack and it was tied together above his head. Then cautiously approaching the edge of the plank, the living sack rolled off and fell as straight as an arrow into the water. A moment, and then the sack appeared, empty, and also the man's clothes, which were at once fished out. The audience waited with bated breath. Two minutes went by. Then his body appeared, head uppermost and half out of the water, and disappeared. It was thought he had come up to breathe. The excitement increased. Four minutes, and he still remained below. He was certainly beating his record. The fifth minute came, and the sixth. But minds already were running on a catastrophe. Then, finally, when excitement had grown painful, men came with boat hooks. A moment more, and they drew out of the water the lifeless body of the diver. The pale face, with the stamp of death on it, and the widely open mouth presented such a horrible sight, that many woman fainted. But the music went on playing!

Baume was about thirty-seven years of age, and is believed to have been a Scotchman. He went through his performance at the Aquarium three years and never had an accident. He used to dive from a height of 90 feet.

BLOODSHED IN SAMOA.

SERIOUS SITUATION.

THE FEELING IN WASHINGTON.

Serious news comes from Samoa, where the English and American warships have bombarded the positions of the Chief Mataafa, owing to the rebels refusing to quit the municipal limits of Apia. The German Consul supported Mataafa by a proclamation, but not by deeds. British and American marines were landed, and three of the former and one of the latter were killed. This news, it will be noticed, appears simultaneously with the announcement that Great Britain, the United States, and Germany are making good progress towards a settlement of the Samoan difficulty. It came says Reuter, with startling suddenness to the officials at Washington, where it has temporarily diverted attention from the fighting near Manila. The deepest interest attaches to the attitude of the Berlin Government. At first there was some apprehension of grave international complications ensuing, but no such gloomy view is now entertained, though it is recognized that shedding blood constitutes a very serious and delicate situation.

It is declared that the position was discussed in advance by the representatives of the three Governments, and that the real crisis occurred last week, when the possibility of an outbreak was considered. Notwithstanding the strained relations it was possible to secure an understanding which it is said will prevent the present outbreak from causing a rupture between the United States and Germany or between Great Britain and Germany. It is officially understood that Germany positively ordered the commander of the *Falke* to refrain from any active movements.

A high official says it is evident that bloodshed is due to the united effort of the British and American commanders to protect the peaceful elements of the population against the lawlessness of Mataafa. The British American case rests upon the paramount necessity of preserving order altogether apart from consular differences. It is not consider probable that Germany will raise the direct issue on the position so stated, and the belief is expressed that there is a growing disposition in Germany to hold Herr Rose accountable.

GERMAN OFFICAL DESPATCH.

Only a brief official despatch concerning the renewal of the fighting in Samoa has so far been received in Berlin. It is dated Apia, March 20, and runs as follows:—"The bombardment continues. In pursuance of Military orders many houses have been evacuated by the whites. The chiefs of the Tanu party, who had been exiled to other islands have been brought back to Upoli. The firearms and ammunition which were taken from Tanu's followers on January 2 have been returned to them."

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Benger's Food
FOR INFANTS, INVALIDS, & THE AGED.
Delicious, Nutritive, Digestible.
From an Eminent Surgeon:
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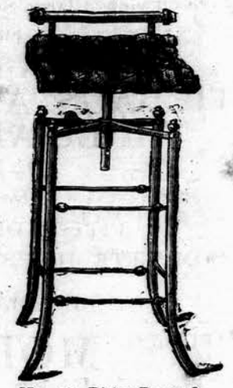

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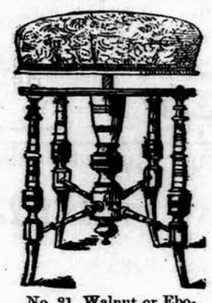

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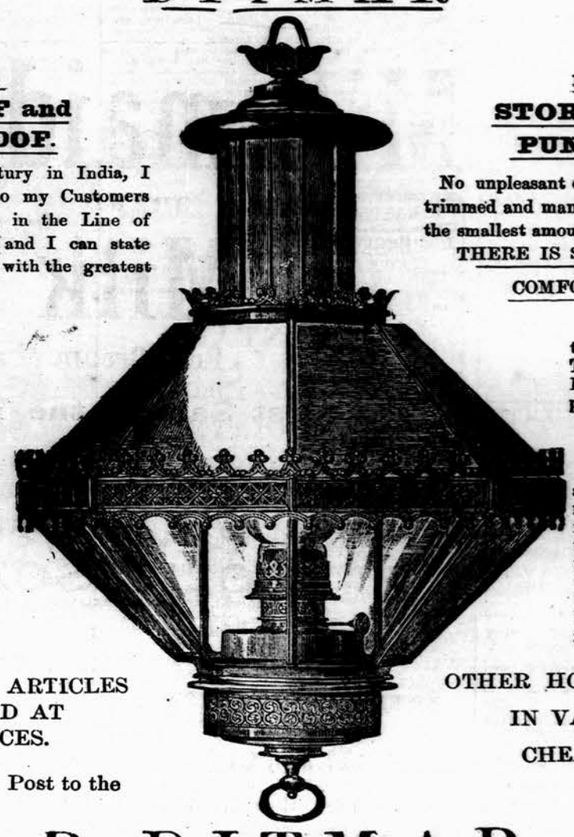

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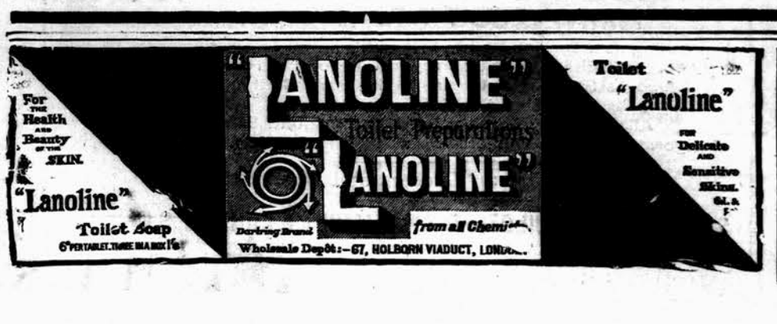
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